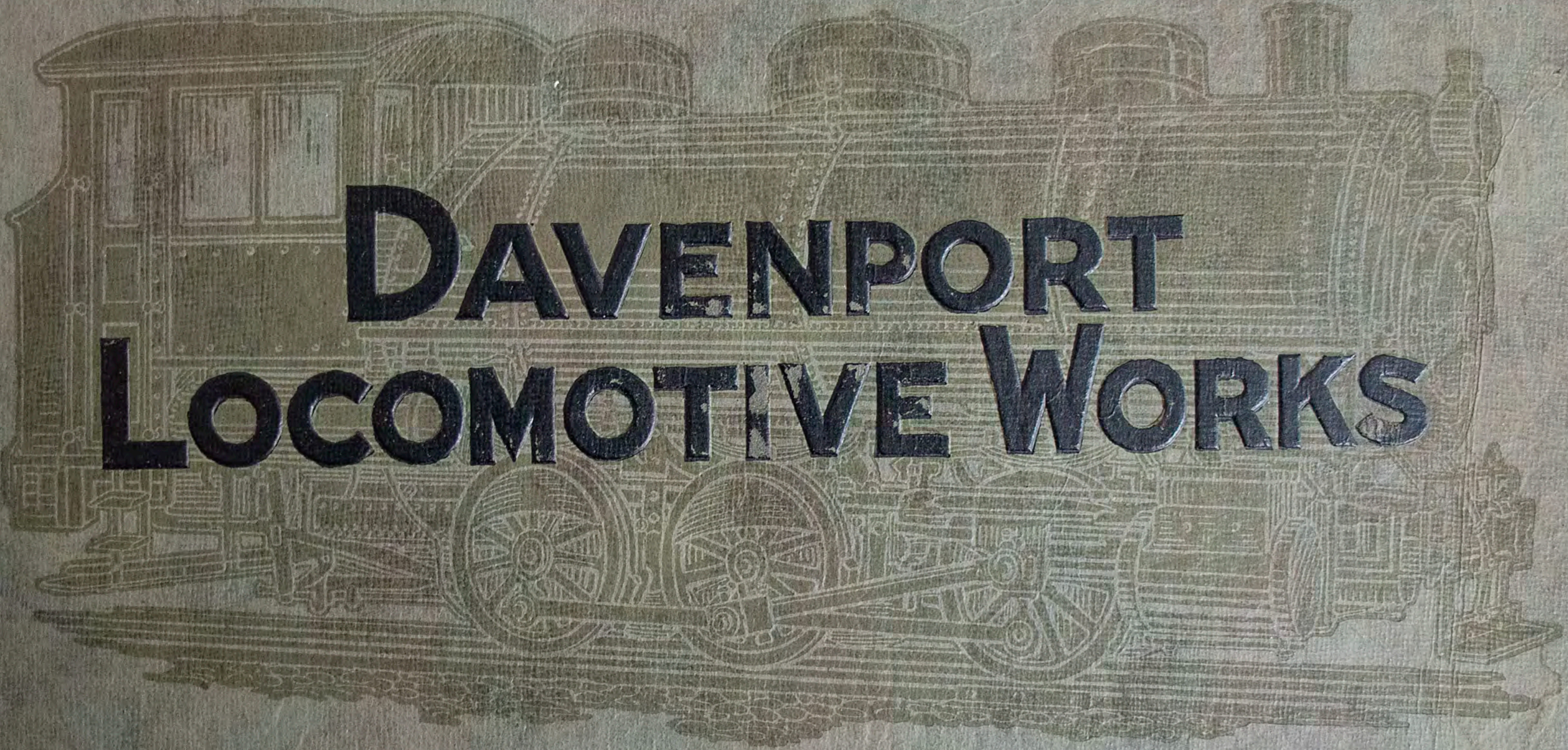


DAVENPORT LOCOMOTIVE WORKS

TENTH EDITION

1918

DAVENPORT LOCOMOTIVE WORKS

DAVENPORT, IOWA, U. S. A.

DESIGNERS AND
BUILDERS OF

ROD and GEAR-DRIVE
STEAM LOCOMOTIVES

GASOLINE
LOCOMOTIVES

Cable Address: "Davloco"

Codes Used
LIEBER; A-1; A-B-C; BENTLEY'S
WESTERN UNION TELEGRAPHIC and 5-LETTER

ROD LOCOMOTIVE CATALOG
TENTH EDITION

Printed in the U. S. A.

We guarantee the material, workmanship, and practical operation of every locomotive we build.

DAVENPORT LOCOMOTIVE
WORKS

DAVENPORT LOCOMOTIVES

FOR TWENTY-FIVE YEARS—

For a quarter of a century The Davenport Locomotive Works has been building locomotives for industrial, mine and construction haulage.

During this entire period Davenport Locomotives have not only kept pace with the advance of the industry but in many cases the requirements of the industry have been foreseen and provided for.

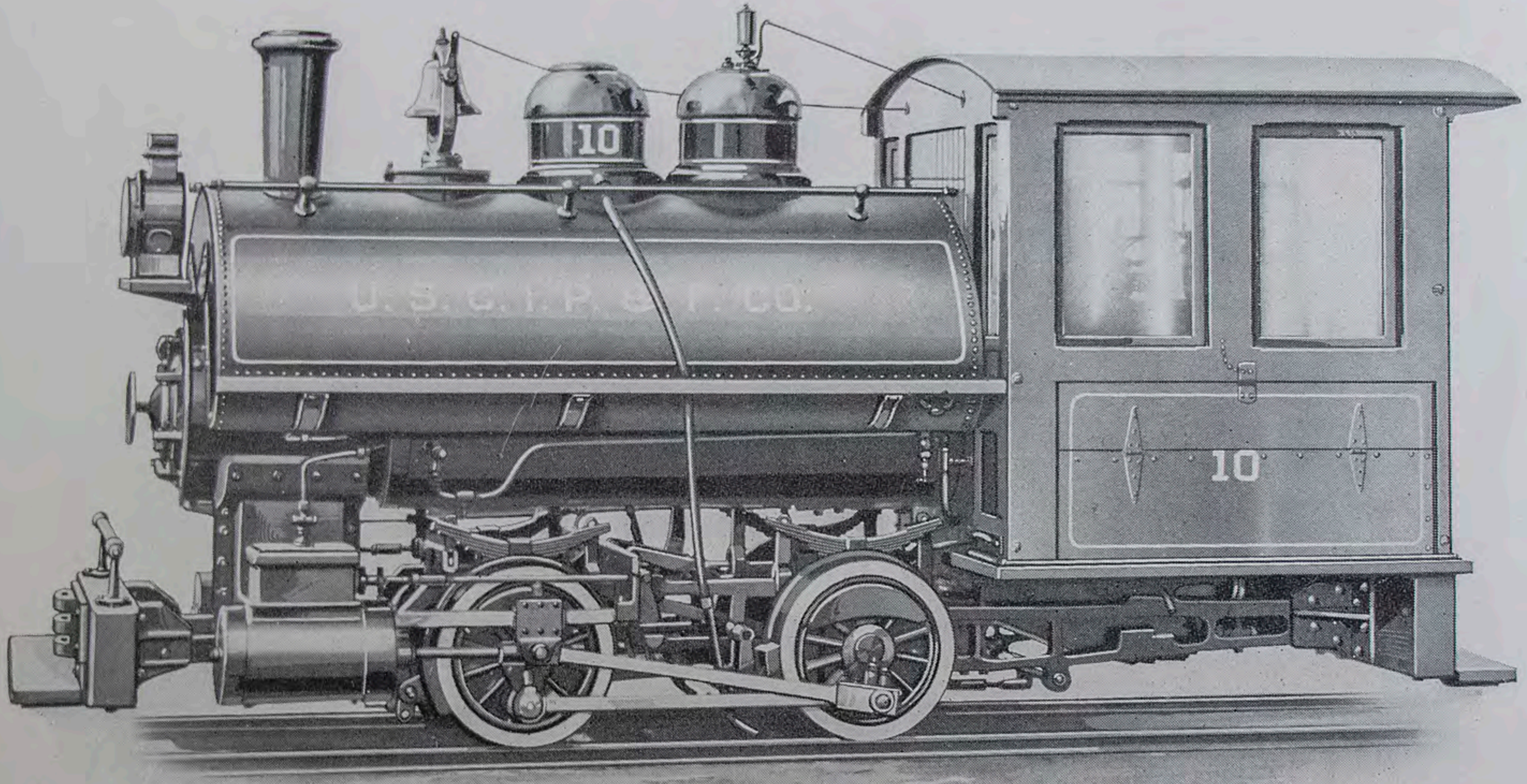
High standards of design, materials and workmanship have been rigidly adhered to, which is reflected today in the position which Davenport Locomotives hold in the esteem of the users of locomotives everywhere.

Davenport Locomotives include Standard Rod Locomotives, Gear-Drive Locomotives, Gasoline Locomotives, all built in sizes and types to meet modern engineering and construction requirements.

Write for literature describing the type you are interested in.

Brief description of our standard design Rod Locomotives is contained in this catalog. Catalogs of our Gear-Drive Locomotives, also our Gasoline Locomotives, will be gladly furnished upon request.

DAVENPORT LOCOMOTIVE WORKS
DAVENPORT, IOWA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U. S. G. P. & T. CO.
10

This type is used extensively for service on construction work, stone quarries, sand and gravel and cement plants, brick yards or for general industrial switching. It is best suited for comparatively short hauls where hard work is encountered, as all of the weight is concentrated on the driving wheels.

Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack, over-all dimensions, and other details can be changed to meet requirements.

FOUR COUPLED SADDLE TANK TYPE WITH FUEL IN CAB

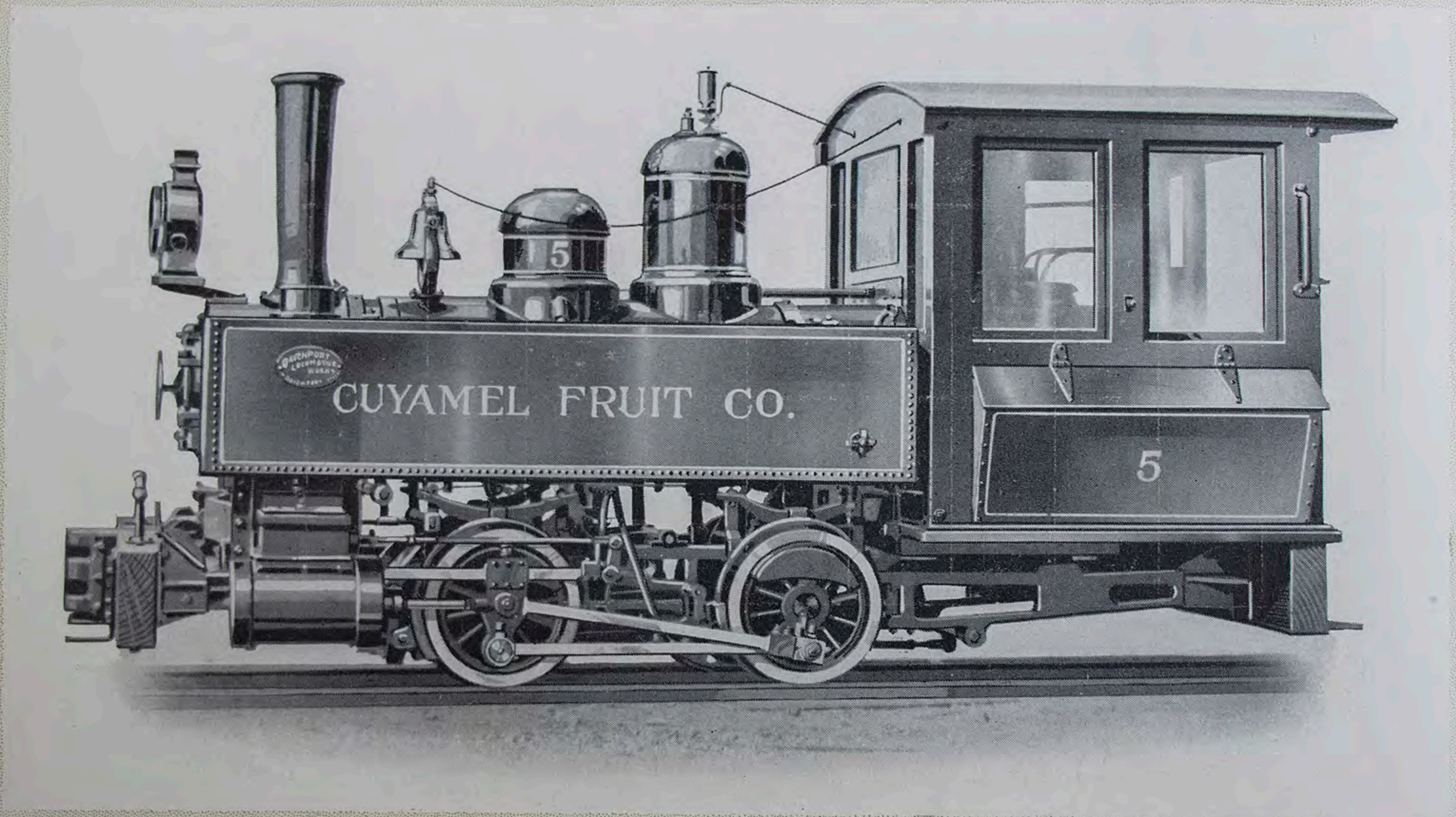
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dabit	6x10	20	3- 6	200	500	20	16	15000	160	2450	106	68	37	24	16	11
Dacel	7x10	22	3- 6	250	600	20	16	18000	160	3025	136	87	49	33	23	17
Dadlo	7x12	24	3-10	300	750	25	20	20000	170	3540	158	102	57	38	27	21
Daema	8x12	24	3-10	350	750	25	20	22000	170	4620	212	138	78	53	38	29
Dafat	9x12	24	3-10	500	750	25	25	26000	170	5000	237	153	87	58	42	32

The locomotives described on this page are built for all gauges of track 20 inches and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, locomotives should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is recommended for service on construction work, stone quarries, sand and gravel and cement plants, brick yards or for general industrial switching service. It is best suited for comparatively short hauls where hard work is encountered, as all of the weight is concentrated on the driving wheels. The side tank construction is preferable to the saddle tank for service in hot climates and in shipping to foreign countries there is a considerable saving in freight charges. Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack, over-all dimensions and other details can be changed to meet requirements.

FOUR COUPLED SIDE TANK TYPE WITH FUEL IN CAB

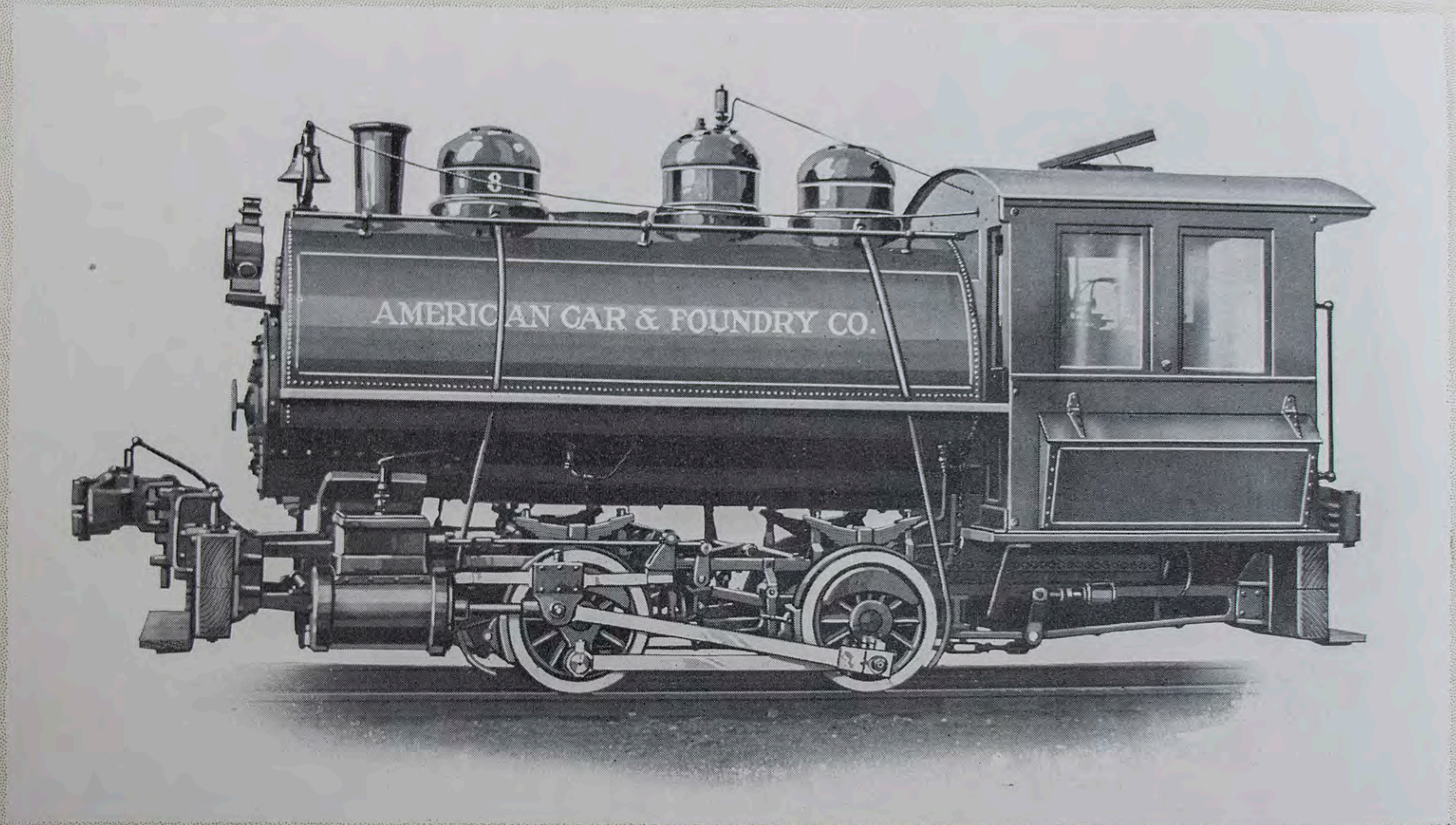
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dagus	6x10	20	3- 6	200	500	20	16	15000	160	2450	106	68	37	24	16	11
Dahap	7x10	22	3- 6	250	600	20	16	18000	160	3025	136	87	49	33	23	17
Daith	7x12	24	3-10	300	750	25	20	20000	170	3540	158	102	57	38	27	21
Dajut	8x12	24	3-10	350	750	25	20	22000	170	4620	212	138	78	53	38	29
Dakto	9x12	24	3-10	500	750	25	25	26000	170	5000	237	153	87	58	42	32

Locomotives described on this page are built for all gauges of track 20 inches and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, locomotives should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



Used extensively for service on construction work, stone quarries, sand and gravel and cement plants, brick yards or for general industrial switching. This type is best suited for comparatively short hauls where hard work is to be encountered.

Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SADDLE TANK TYPE WITH FUEL IN CAB

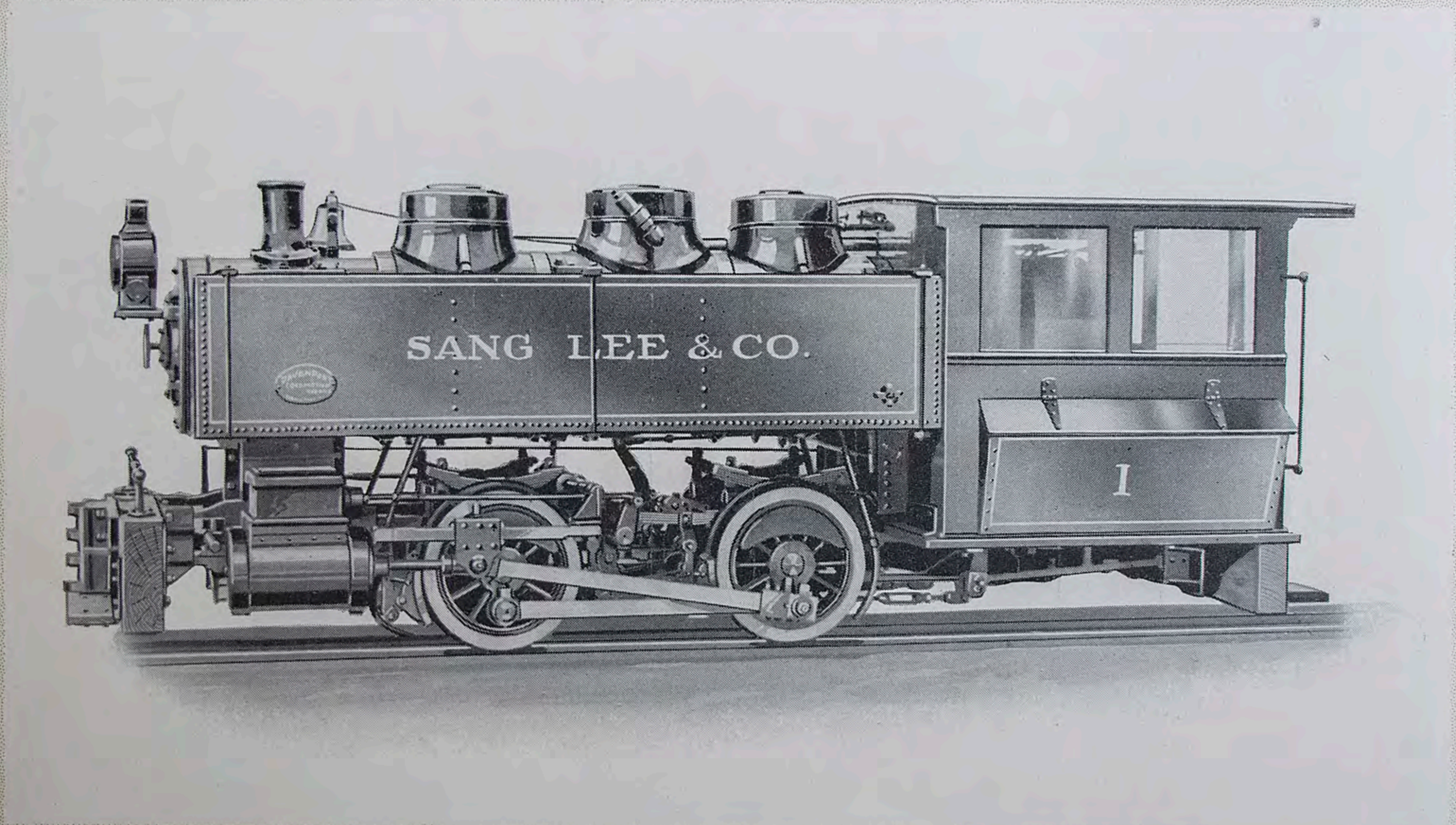
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dalrt	9x14	29	4-6	550	1000	35	30	32000	170	5640	252	163	91	60	43	32
Dambe	10x14	29	4-6	600	1000	35	30	34000	170	6970	319	207	117	79	58	44
Danko	10x16	29	5-0	750	1000	45	35	39000	170	7970	363	236	133	89	65	50
Daodi	11x16	29	5-0	875	1100	45	40	43000	170	9650	443	288	164	110	81	62
Daper	12x16	32	5-0	900	1200	45	40	50000	170	10400	478	310	176	118	87	67

The locomotives described on this page are built for all gauges of track 29½ inches and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, locomotives should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is recommended for service on construction work, stone quarries, sand and gravel and cement plants, brick yards or for general industrial switching service. It is the best suited for comparatively short hauls where hard work is encountered, as all of the weight is concentrated on the driving wheels. The side tank construction is preferable to the saddle tank for service in hot climates and in shipping to foreign countries there is a considerable saving in freight charges. Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack, over-all dimensions and other details can be changed to meet requirements.

FOUR COUPLED SIDE TANK TYPE WITH FUEL IN CAB

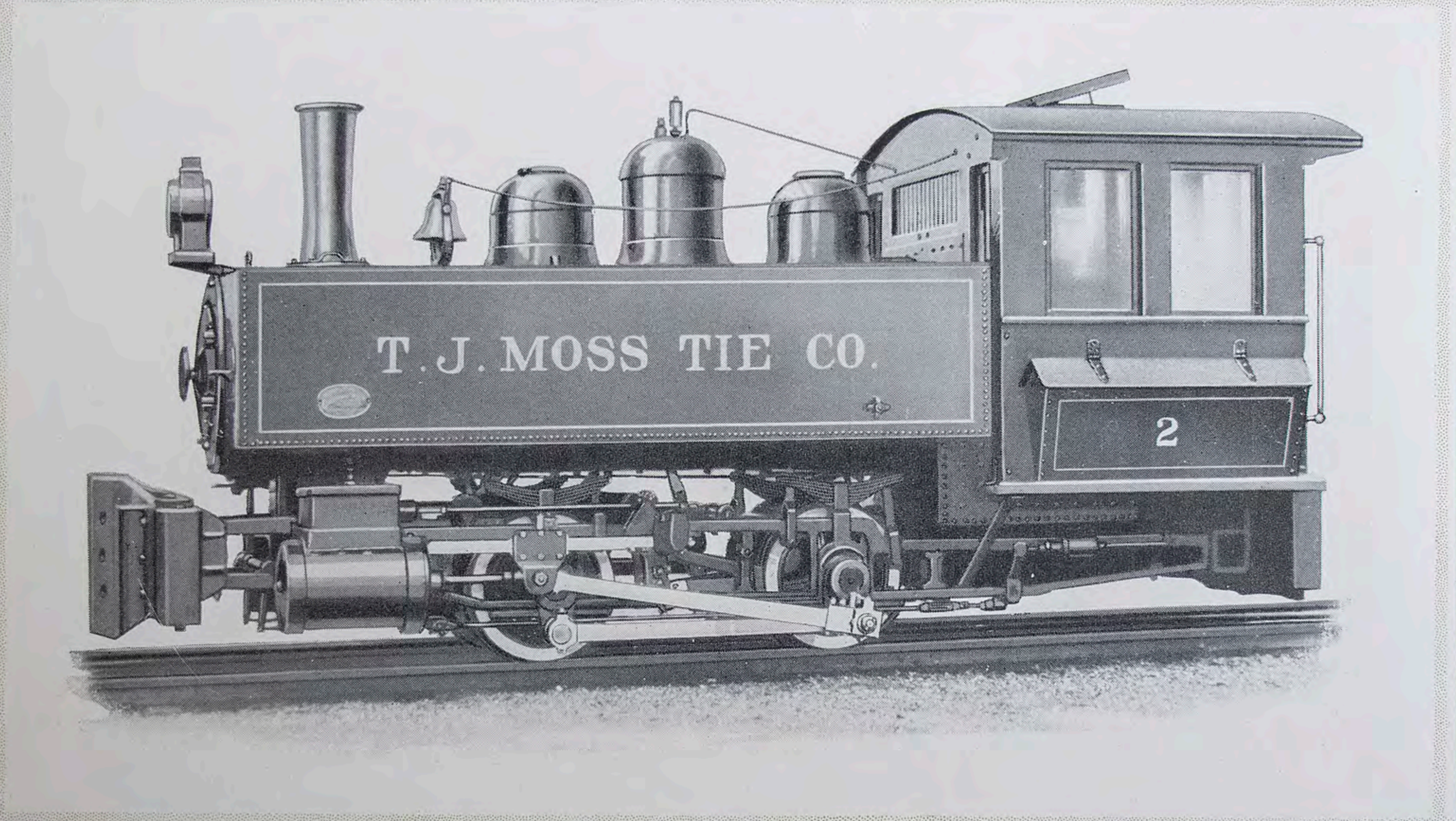
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Darah	9x14	29	4–6	550	1000	35	30	32000	170	5640	252	163	91	60	43	32
Dasgo	10x14	29	4–6	600	1000	35	30	34000	170	6970	319	207	117	79	58	44
Datox	10x16	29	5–0	750	1000	45	35	39000	170	7970	363	236	133	89	65	50
Daubs	11x16	29	5–0	875	1100	45	40	43000	170	9650	443	288	164	110	81	62
Davit	12x16	32	5–0	900	1200	45	40	50000	170	10400	478	310	176	118	87	67

Locomotives described on this page are built for all gauges of track 29½ inches and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, locomotives should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



For service at creosoting plants, or where necessary to handle very heavy loads or hard-moving cars over narrow gauge track. When it is impractical to adhere to standard construction, the main frames are set outside the driving wheels and cranks are applied to the ends of the axles. This arrangement is most satisfactory as it permits the use of heavier locomotives on narrow gauge track. Special radial buffers are illustrated. Saddle tank in place of side tanks is furnished if preferred. Details can be changed to meet requirements.

FOUR COUPLED SIDE TANK, WITH FUEL IN CAB

Narrow Gauge Locomotives with Frames Set Outside of Driving Wheels

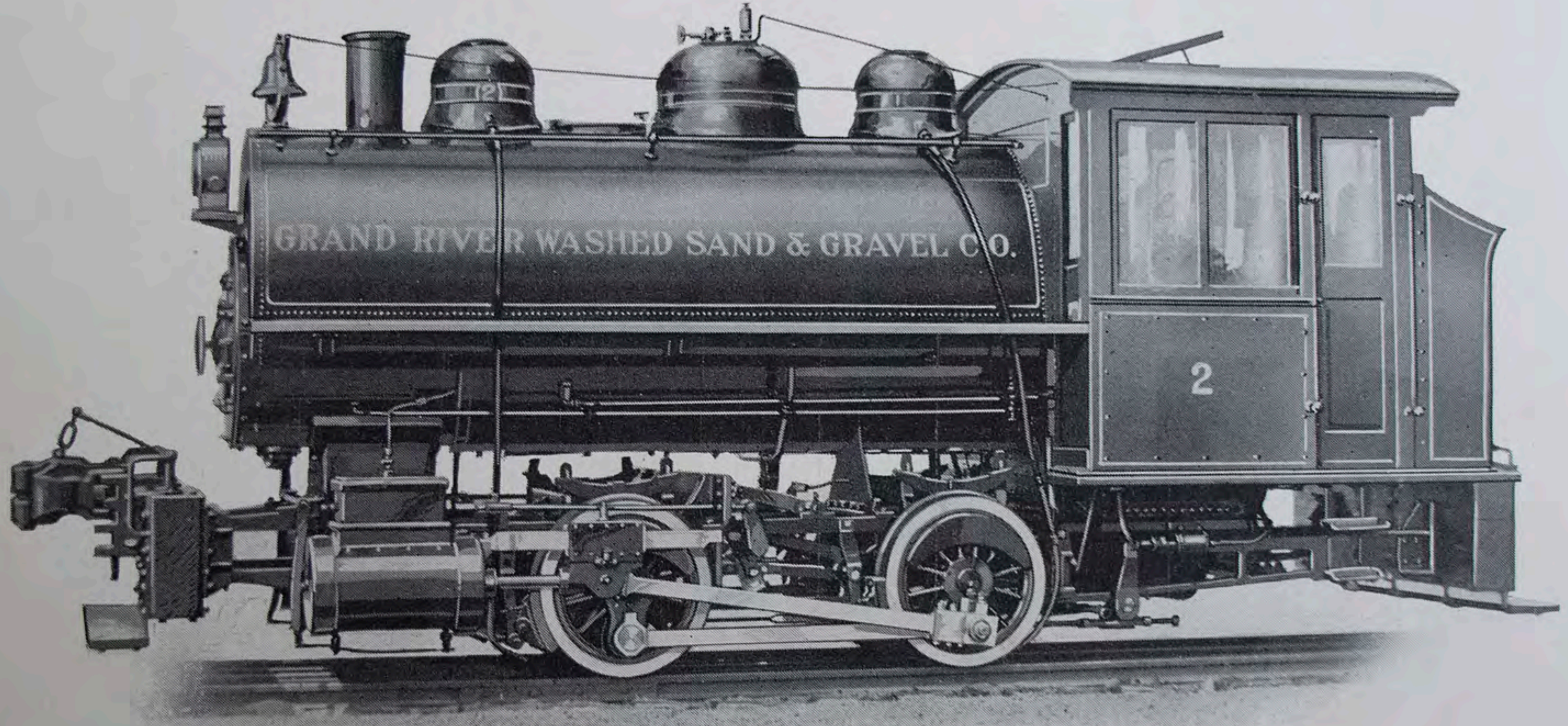
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dawam	9x14	29	4–6	550	1000	35	30	32000	170	5640	252	163	91	60	43	32
Daxan	10x14	29	4–6	600	1000	35	30	34000	170	6970	319	207	117	79	58	44
Dayma	10x16	29	5–0	750	1000	45	35	39000	170	7970	363	236	133	89	65	50
Dazix	11x16	29	5–0	875	1100	45	40	43000	170	9650	443	288	164	110	81	62
Dbads	12x16	32	5–0	900	1200	45	40	50000	170	10400	478	310	176	118	87	67

Locomotives described on this page are built for service on narrow gauge track, usually from 18 inches to 30 inches.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of ratings shown. Locomotives used at creosoting plants are usually larger than required for ordinary service, owing to the fact that the retort cars are generally very hard moving.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



Used extensively for service on construction work, stone quarries, sand and gravel and cement plants, brick yards or for general industrial switching. This type is best suited for comparatively short hauls where hard work is to be encountered.

Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SADDLE TANK WITH REAR FUEL BUNKER

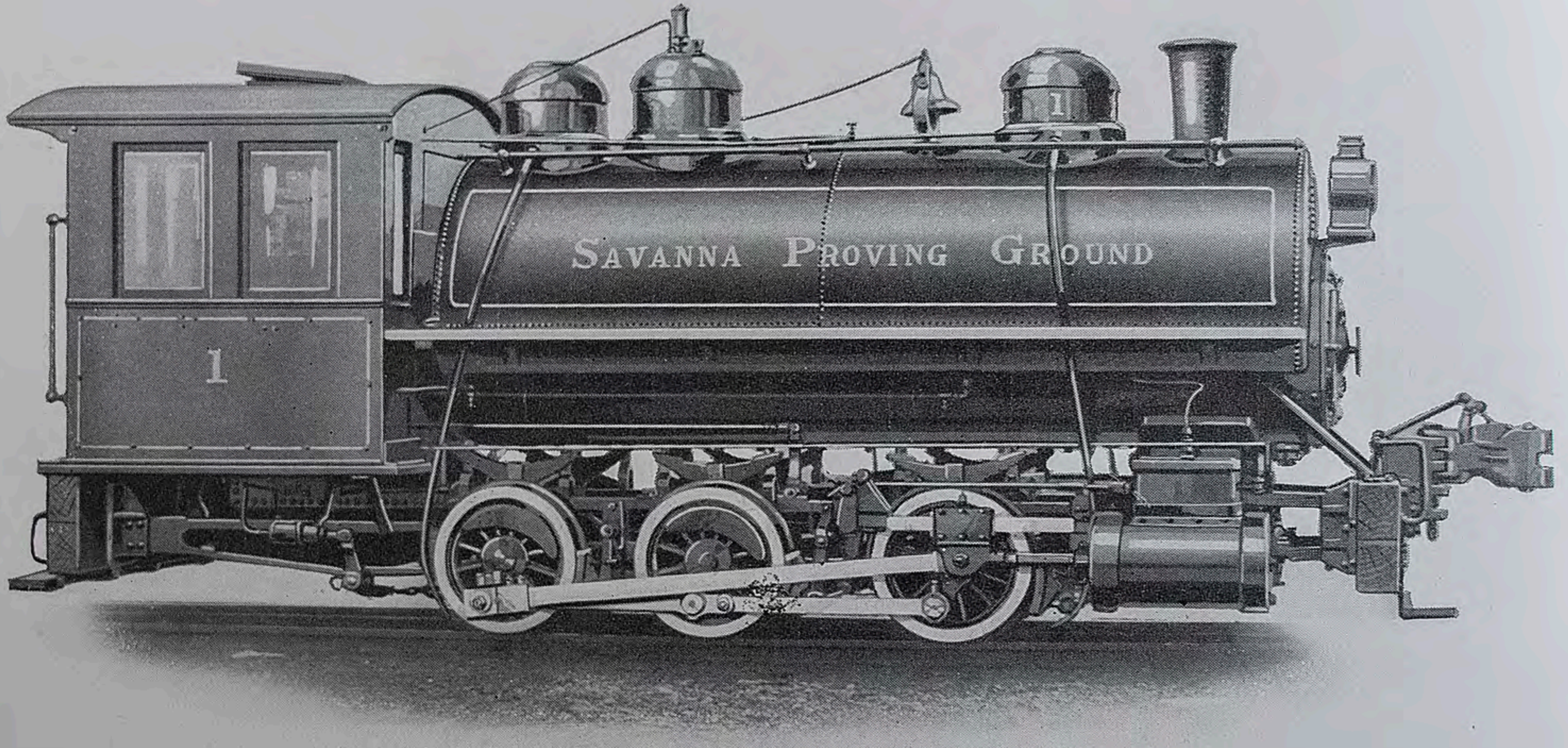
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dbcar	12x18	34	5–9	950	1300	50	50	58000	170	11050	500	324	183	127	89	68
Dbeat	13x18	36	6–3	1000	2000	50	55	65000	180	12950	589	382	216	144	105	80
Dbhok	14x20	38	6–6	1400	2500	55	60	80000	180	15800	718	465	262	176	127	97
Dbmik	15x20	38	6–6	1700	2500	55	70	84000	180	18180	837	544	310	210	154	118
Dbpot	16x24	44	7–3	2100	2700	70	80	101000	180	21400	977	636	361	244	177	137

The locomotives described on this page are usually built for standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, locomotives should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



When operating over light track or where the hauls are somewhat longer than can be handled satisfactorily with a four-coupled engine, the six-coupled type is very desirable and it is used extensively in construction work, quarries, sand, gravel and cement plants or for general industrial switching. Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED SADDLE TANK TYPE WITH FUEL IN CAB

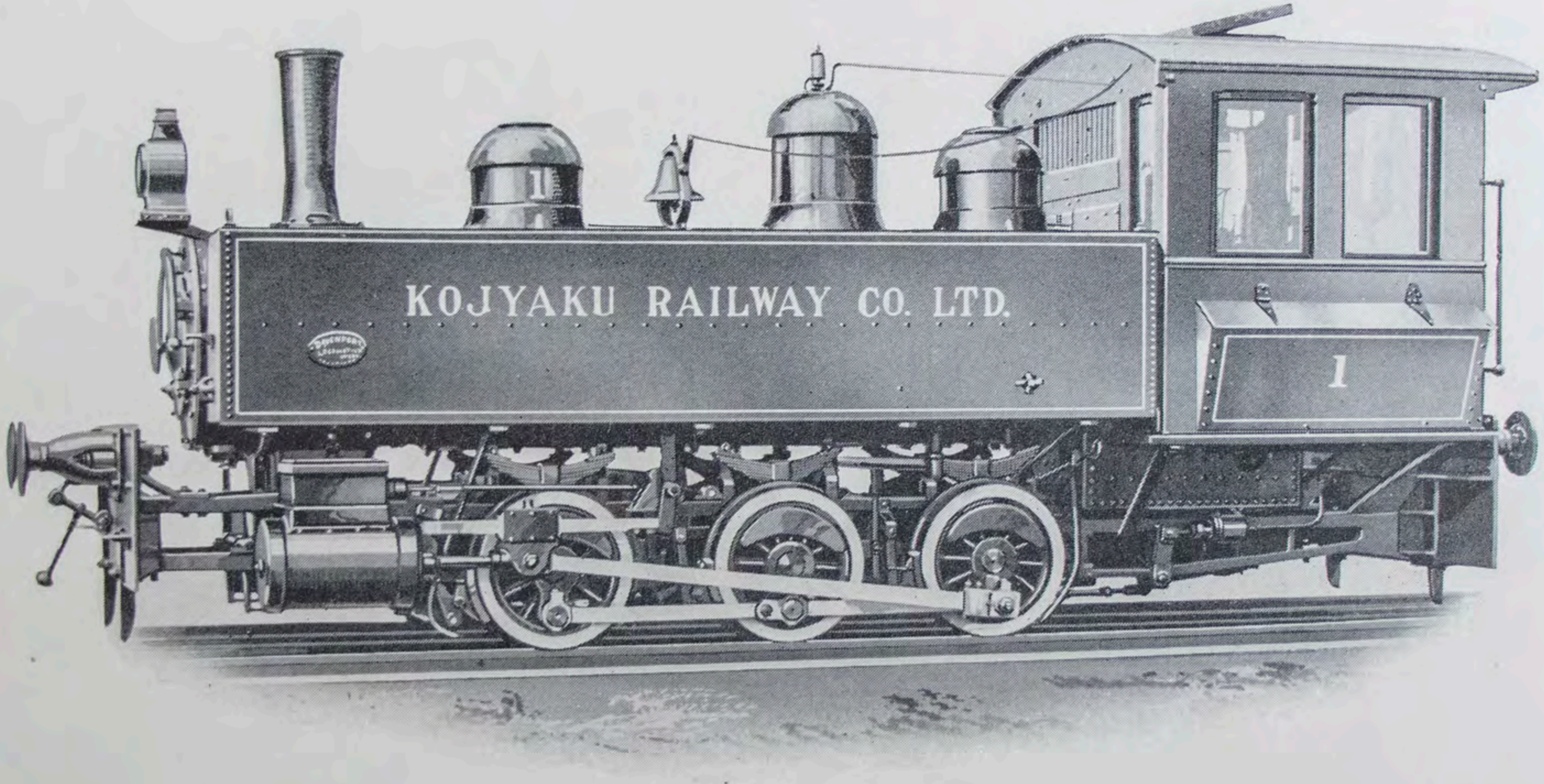
Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dbrag	6x10	20	4–10	250	500	21	16	20000	160	2450	104	66	35	22	15	10
Dbsov	7x10	22	4–10	300	600	21	16	22000	160	3025	132	85	47	30	21	15
Dbtem	7x12	22	5– 2	350	750	23	16	24000	170	3860	170	109	60	39	28	20
Dbura	8x12	24	5– 2	400	750	23	16	26000	170	4620	208	130	75	50	34	24
Dbvue	9x12	24	5– 2	500	850	23	20	32000	170	5100	227	146	81	52	36	26
Dbwit	9x14	29	6– 0	600	1000	30	25	38000	170	5640	246	157	85	55	38	28
Dbxam	10x14	29	6– 0	700	1000	30	25	40000	170	6970	312	202	112	74	53	40
Dbyre	10x16	29	6– 6	700	1000	32	25	43000	170	7970	361	233	131	88	63	48
Dbzoc	11x16	29	7– 0	950	1100	35	30	47000	170	9650	441	278	157	106	77	59
Dcama	12x16	32	7– 0	1050	1200	35	30	54000	170	10400	472	306	173	115	84	63

The first four sizes shown on this page are built for all gauges of track 20 inches and wider. The remaining sizes 30 inches and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



When operating over light track or where the hauls are somewhat longer than can be handled satisfactorily with a four-coupled engine, the six-coupled type is very desirable and it is used extensively in construction work, quarries, sand, gravel and cement plants or for general industrial switching. The side tank construction is preferable to the saddle tank, for service in hot climates and in shipping for export, there is a considerable saving in freight charges. Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED SIDE TANK TYPE WITH FUEL IN CAB

Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dccoe	6x10	20	4–10	300	700	21	16	20000	160	2450	104	66	35	22	15	10
Dcdar	7x10	22	4–10	350	700	21	16	22000	160	3025	132	85	47	30	21	15
Dceas	7x12	22	5– 2	400	750	23	16	24000	170	3860	170	109	60	39	28	20
Dcfun	8x12	24	5– 2	450	750	23	16	26000	170	4620	208	130	75	50	34	24
Dcgey	9x12	24	5– 2	550	850	23	20	33000	170	5100	226	145	80	52	36	26
Dchid	9x14	29	6– 0	650	1000	30	25	38000	170	5640	246	157	85	55	38	28
Dcjas	10x14	29	6– 0	700	1000	30	25	40000	170	6970	312	202	112	74	53	40
Dckus	10x16	29	6– 6	750	1000	32	25	43000	170	7970	361	233	131	88	63	48
Dcled	11x16	29	7– 0	800	1100	35	30	47000	170	9650	441	278	157	106	77	59
Dcmop	12x16	32	7– 0	900	1200	35	30	54000	170	10400	472	306	173	115	84	63
Dcnik	12x18	32	7–10	900	1300	50	40	63000	170	11750	530	343	192	128	92	70
Dcoil	13x18	34	8– 4	1000	2000	55	50	73000	180	13650	617	396	224	156	108	82
Dcpim	14x20	38	8– 6	1200	2500	60	55	88000	180	15800	711	459	257	171	123	92
Dcrut	15x20	38	8– 6	1300	2500	60	55	92000	180	18180	830	538	305	205	149	114
Dcsag	16x24	44	10–4	1600	2700	65	70	108000	180	21320	964	623	351	234	169	128
Dctow	17x24	46	10–6	1800	2700	70	70	115000	180	23000	1043	675	381	255	185	140

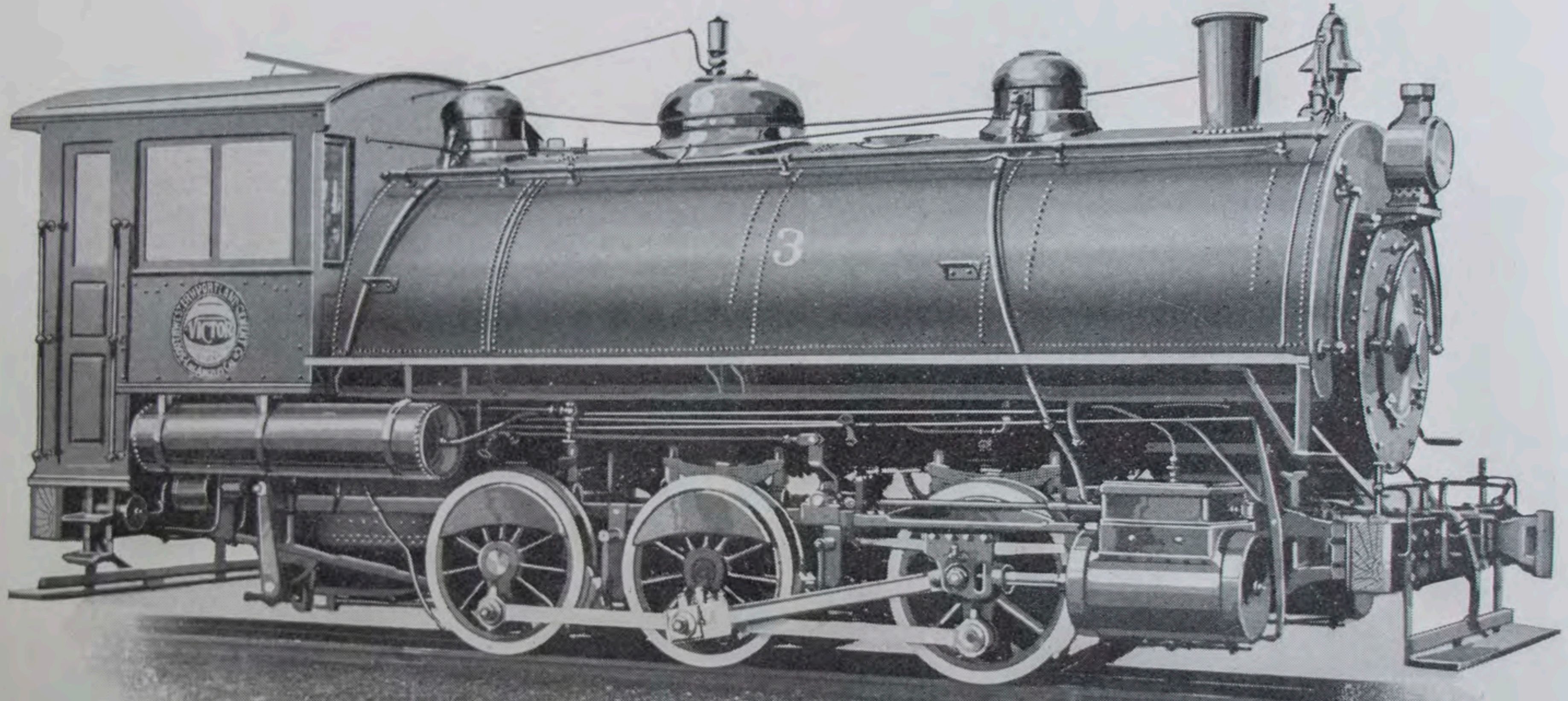
The smaller sizes are built for all gauges of track 20 inches and wider, medium sizes 30 inches and wider, and the larger sizes standard gauge.

The hauling capacity given in the above table is maximum.

Under usual condition of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is recommended for service on construction work, stone quarries, sand, gravel and cement plants or general industrial switching where it is necessary to handle very heavy loads. On account of the weight distribution, larger locomotives can be operated more satisfactorily and at greater speed than the four-coupled saddle tank locomotive. Built to burn coal, oil or wood as desired. Furnished with steam or air brakes. Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED SADDLE TANK WITH REAR FUEL BUNKER

Code Word	Cylinders Diam. Stroke — Inches	Driving Wheels Diam. — Inches	Wheel Base — Feet, Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds per Yard	Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2000 Pounds Exclusive of Locomotive					
											½% or 26.4 Ft. per Mile	1% or 52.8 Ft. per Mile	2% or 105.6 Ft. per Mile	3% or 158.4 Ft. per Mile	4% or 211.2 Ft. per Mile	5% or 264 Ft. per Mile
Dcult	12x18	32	7–10	1100	1300	50	40	65000	170	11750	530	343	192	128	92	70
Dcwoy	13x18	34	8–4	1200	2000	55	50	75000	180	13650	617	396	224	156	108	82
Dcyco	14x20	38	8–6	1500	2500	60	55	90000	180	15800	711	459	257	171	123	92
Deabo	15x20	38	8–6	1800	2500	60	55	94000	180	18180	830	538	305	205	149	114
Decit	16x24	44	10–4	2400	2700	65	70	116000	180	21320	964	623	351	234	169	128
Deene	17x24	46	10–6	2500	2700	70	70	123000	180	23000	1043	675	381	255	185	140

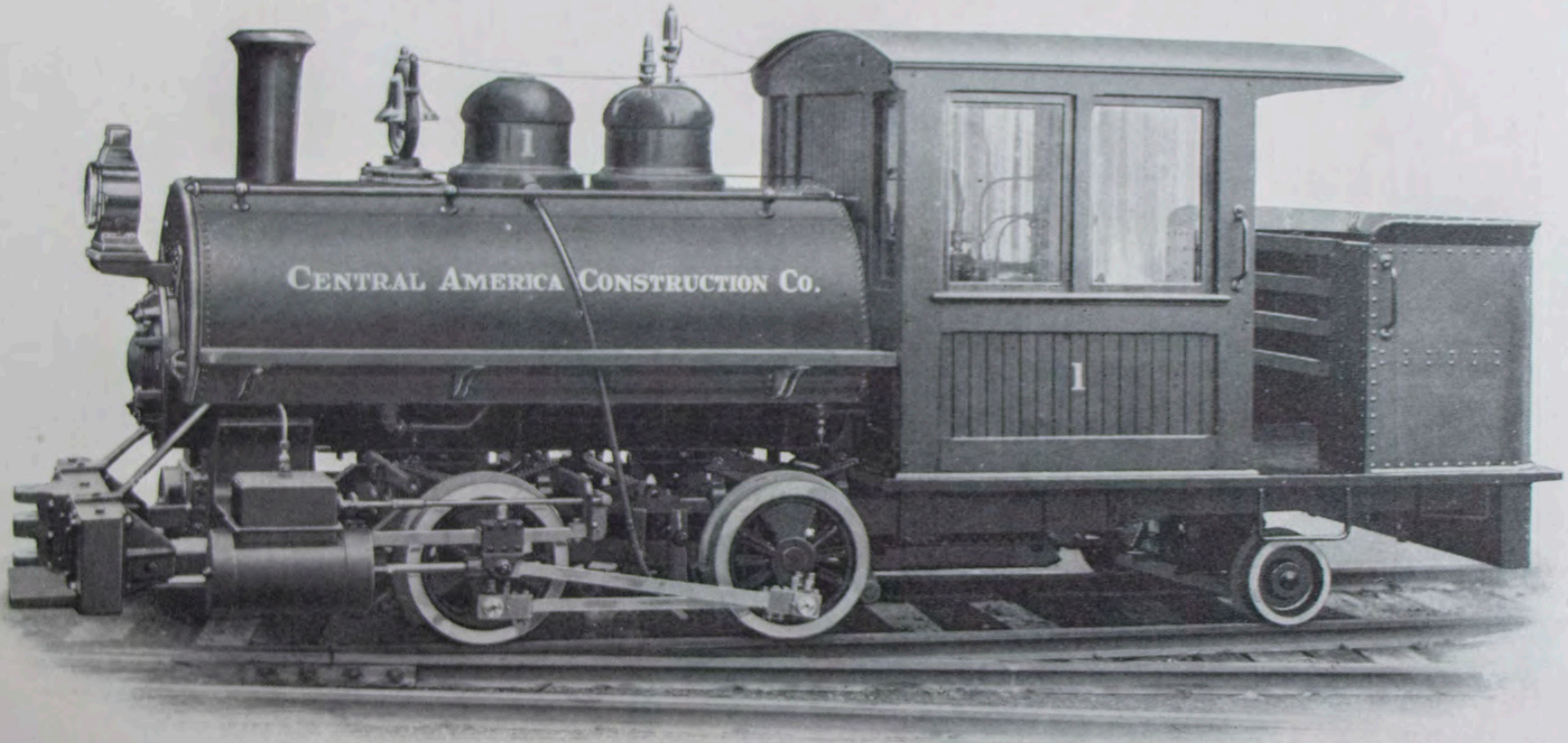
The locomotives described on this page are usually built standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum.

Under usual conditions of cars and track, locomotive should be operated at about 75% of ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used where power and speed are desired. The trailing truck permits carrying a more liberal supply of fuel. The wheel arrangement greatly improves the riding qualities and permits the locomotive to be operated at greater speed. This type is used extensively for logging and plantation service and general industrial service. Built to burn coal, oil or wood as desired. Furnished with steam, hand or air brakes. Couplers, smoke stack, over-all dimensions and other details can be changed to meet conditions.

FOUR COUPLED LOCOMOTIVE WITH TRAILING TRUCK, SADDLE TANK AND REAR FUEL BUNKER

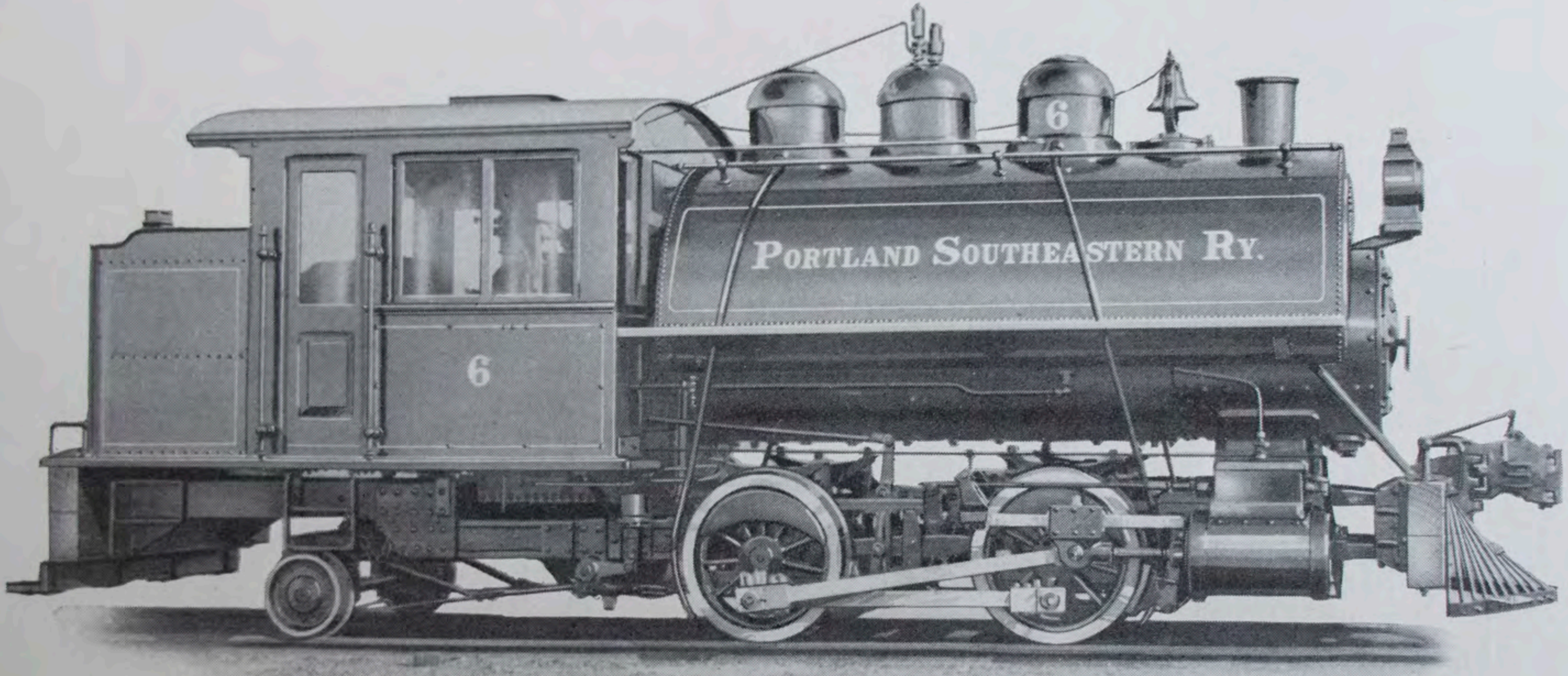
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Defog..........	6x10	20	3–6	9–10	200	1000	65	16	14500	18000	160	2450	106	68	36	23	16	11
Dehey..........	7x10	22	3–6	9–10	250	1400	65	16	16500	20000	160	3025	135	87	48	32	22	16
Dejaw..........	7x12	24	3–10	10–7	300	2000	90	20	19500	24000	170	3540	155	99	54	35	25	18
Delus..........	8x12	27	3–10	10–7	350	2500	90	20	21500	26000	170	4100	184	118	66	43	31	23
Demat..........	9x12	27	3–10	10–7	420	2700	90	20	25000	31000	170	5100	229	147	80	52	36	26
Denat..........	9x14	29	4–6	12–6	550	3000	95	25	30000	37000	170	5640	251	161	89	58	41	30
Depre..........	10x14	29	4–6	12–6	600	3600	95	25	32000	39500	170	6960	317	205	115	78	54	42

The smaller sizes are built for all gauges of track 20″ and wider, while the larger sizes 30″ and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications can be furnished upon request.



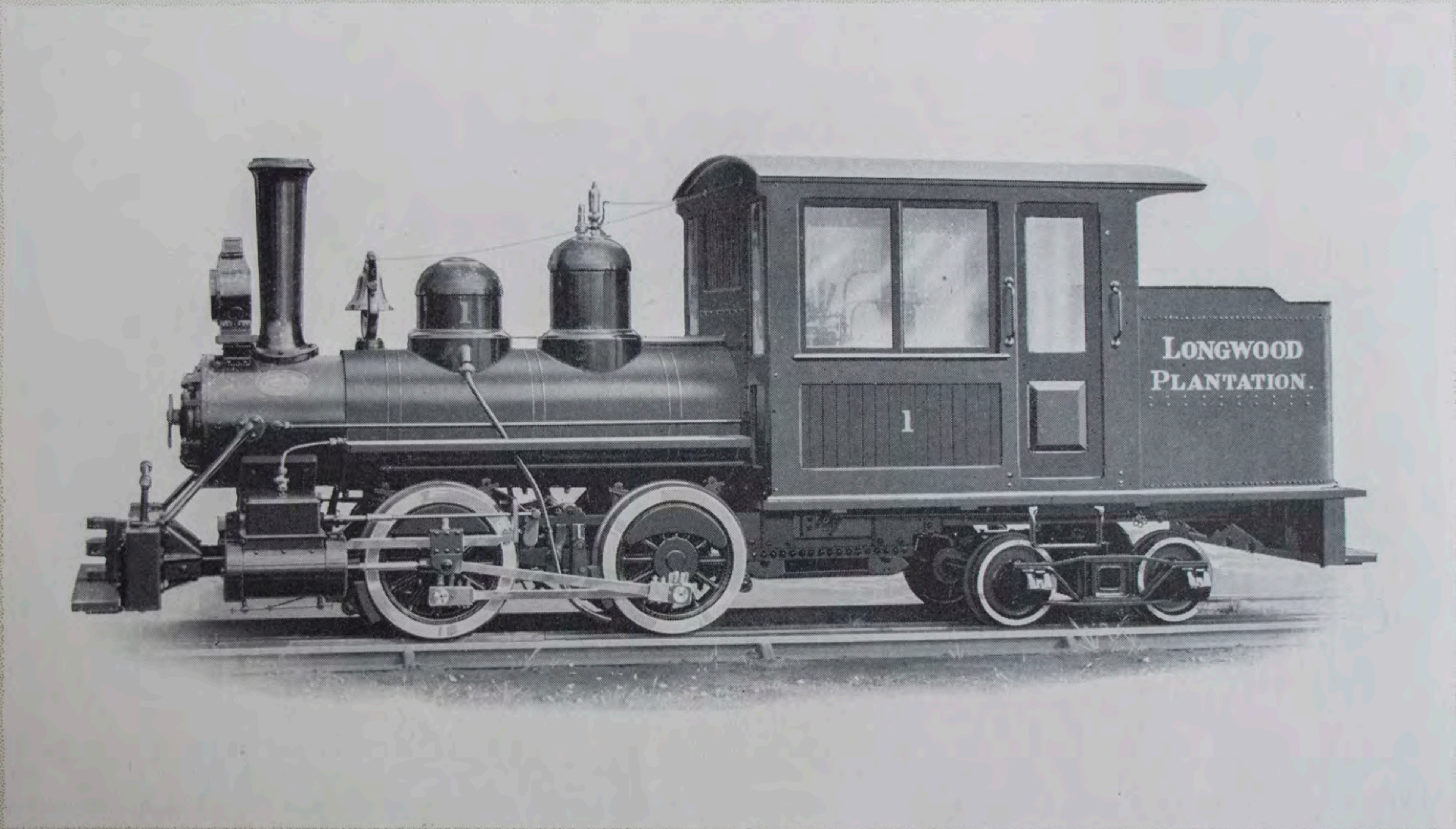
This type is used where power and speed are desired. The trailing truck permits carrying a more liberal supply of fuel. The wheel arrangement greatly improves the riding qualities and permits the locomotive to be operated at greater speed.
This type is used extensively for logging and plantation service and general industrial service.
Built to burn coal, oil or wood, as desired.
Furnished with steam, hand or air brakes.
Couplers, smoke stack, over-all dimensions and other details can be changed to meet conditions.

FOUR COUPLED LOCOMOTIVE WITH TRAILING TRUCK, SADDLE TANK AND REAR FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Derae	10x16	32	5–0	13–0	750	4000	95	30	35000	44000	170	7230	326	202	112	74	52	39
Desin	11x16	32	5–0	13–6	875	4500	100	40	43000	54000	170	8700	389	250	139	92	65	49
Detay	12x16	34	5–0	13–6	900	4500	100	40	46000	58000	170	9800	444	286	160	106	74	57
Deual	12x18	34	5–9	14–6	950	4800	120	50	56000	65000	170	11050	498	322	180	119	85	64
Devor	13x18	36	6–3	14–10	1000	5000	125	50	59000	76000	180	12950	587	378	212	140	100	75
Dewin	14x20	42	6–6	15–9	1400	5500	150	60	66000	85000	180	14300	647	418	233	154	111	83
Dexoy	15x20	44	6–6	15–9	1700	5500	150	60	68000	88000	180	15670	714	461	259	172	124	93
Deyat	16x24	50	7–3	17–9	2100	6000	200	70	87000	107500	180	18750	853	550	309	205	147	111

The smaller sizes are built 30″ gauge and wider, the remaining sizes usually standard gauge.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

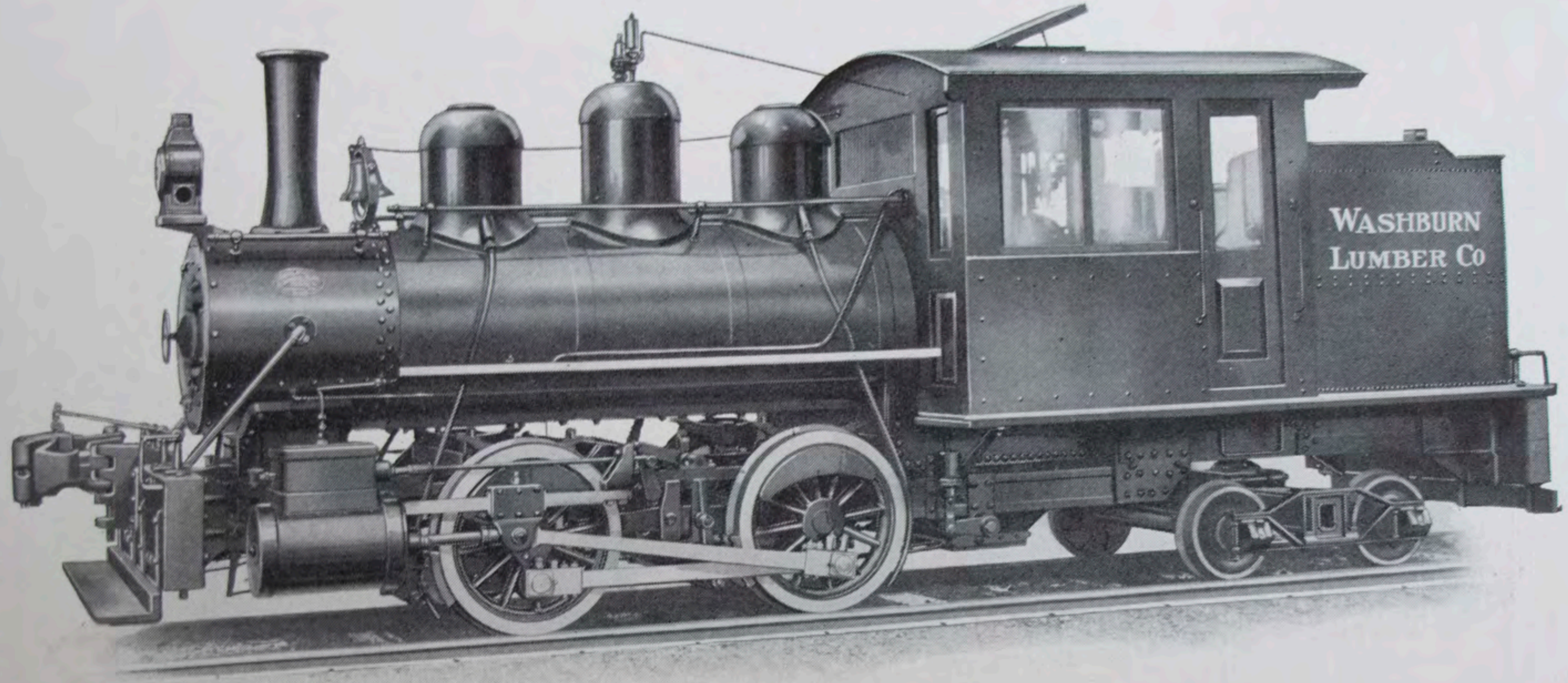


This type is especially suitable for service on very light rail. The weight is well distributed and the locomotive tracks unusually well.
This type is used extensively in plantation service; also logging service where it is necessary to operate over temporary track.
Built to burn coal, oil or wood, as desired.
Furnished with steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet conditions.

FOUR COUPLED LOCOMOTIVE WITH FOUR WHEELED TRAILING TRUCK, REAR WATER TANK AND FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dfago	6x10	20	3– 6	12–4	250	750	85	16	12000	17500	160	2450	106	68	36	23	16	11
Dfbon	7x10	22	3– 6	12–4	300	750	85	16	14000	19500	160	3025	135	87	48	31	22	16
Dfced	7x12	24	3–10	12–8	400	1300	95	16	16000	24000	170	3540	157	100	55	36	25	18
Dfdap	8x12	27	3–10	12–8	500	1500	95	16	18000	26000	170	4100	185	119	66	44	31	23
Dfeka	9x12	27	3–10	12–8	525	1600	95	20	21000	30000	170	5190	235	150	83	54	39	28
Dfful	9x14	29	4– 6	14–8	550	1800	110	25	24000	34000	170	5640	254	164	91	60	43	32
Dfgod	10x14	32	4– 6	14–8	600	2000	110	25	26000	36000	170	6320	288	186	105	70	50	38

The smaller sizes shown on this page are built 20″ gauge and wider, while the larger sizes 30″ gauge and wider. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

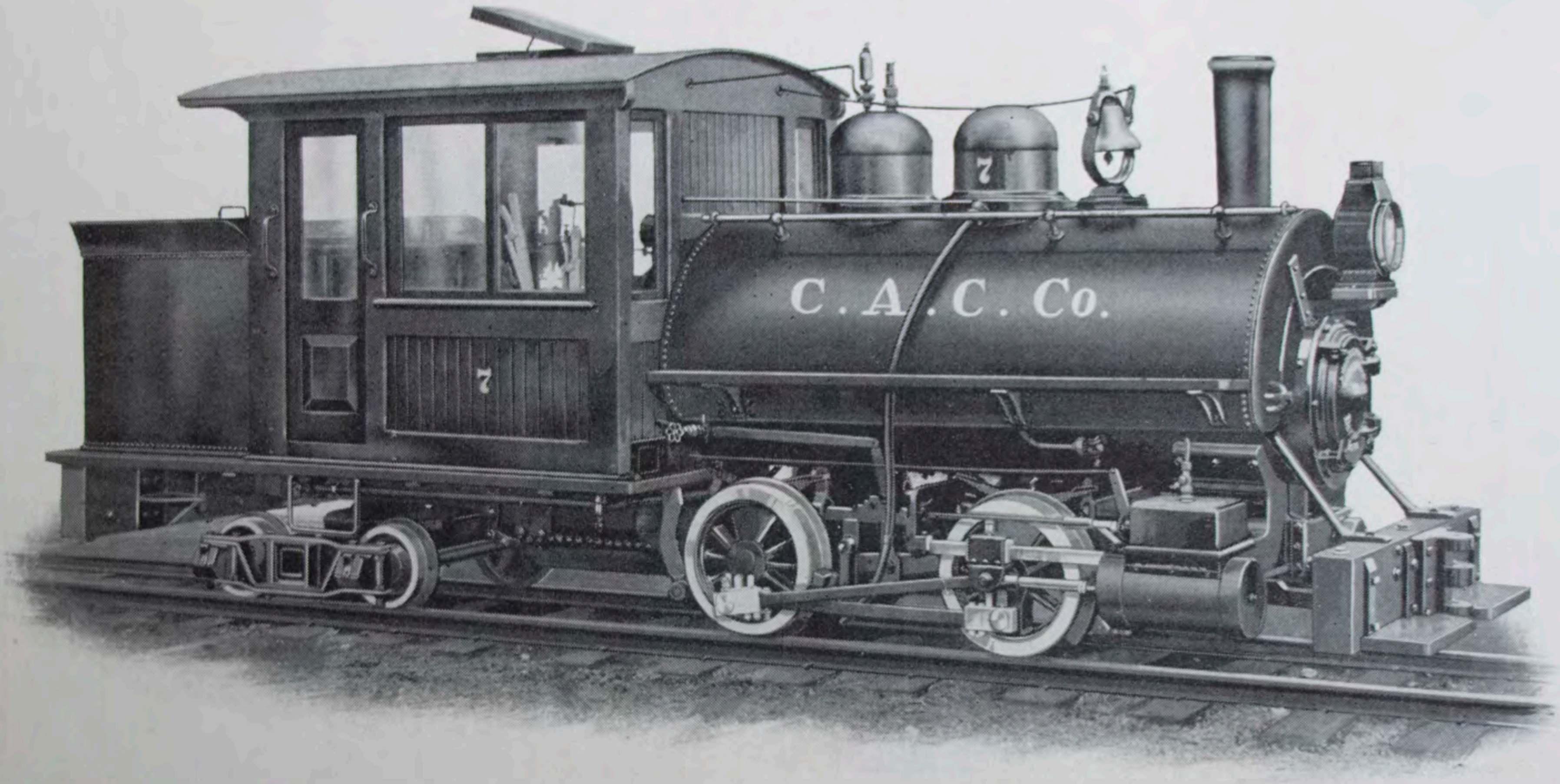


This type is especially suitable for service on very light rail. The weight is well distributed and the locomotive tracks unusually well.
This type is used extensively in plantation service; also logging service, where it is necessary to operate over temporary track.
Built to burn coal, oil or wood, as desired.
Furnished with steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet conditions.

FOUR COUPLED LOCOMOTIVE WITH FOUR WHEELED TRAILING TRUCK, REAR WATER TANK AND FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dfhat..........	10x16	34	5–0	14–2	650	2500	115	30	30000	45000	170	6800	305	196	108	71	50	36
Dfido..........	11x16	36	5–0	16–7	800	3000	150	30	34000	48000	170	7760	351	226	126	83	59	44
Dfjoy..........	12x16	38	5–0	16–7	900	3000	150	30	36500	56000	170	8760	396	255	142	92	66	50
Dfkel..........	12x18	38	5–9	17–6	950	3000	160	40	45000	60000	170	9900	448	288	161	106	76	57
Dflax..........	13x18	38	6–3	18–7	1000	3000	165	45	50000	70000	180	12260	559	361	202	134	97	73
Dfmus..........	14x20	42	6–6	18–10	1200	3400	180	50	60000	84000	180	14290	650	419	235	156	112	84
Dfnut..........	15x20	44	6–6	18–10	1400	3600	180	55	64000	88000	180	15740	720	465	261	174	126	95
Dfoam..........	16x24	52	7–3	19–8	2200	4000	195	70	77000	108000	180	18000	816	526	294	194	139	103
Dfpac..........	17x24	54	7–3	20–6	2500	5000	210	75	86000	124000	180	19650	888	551	306	201	142	106

The smaller sizes shown on this page are built 30″ gauge and wider, while the larger sizes usually standard gauge. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

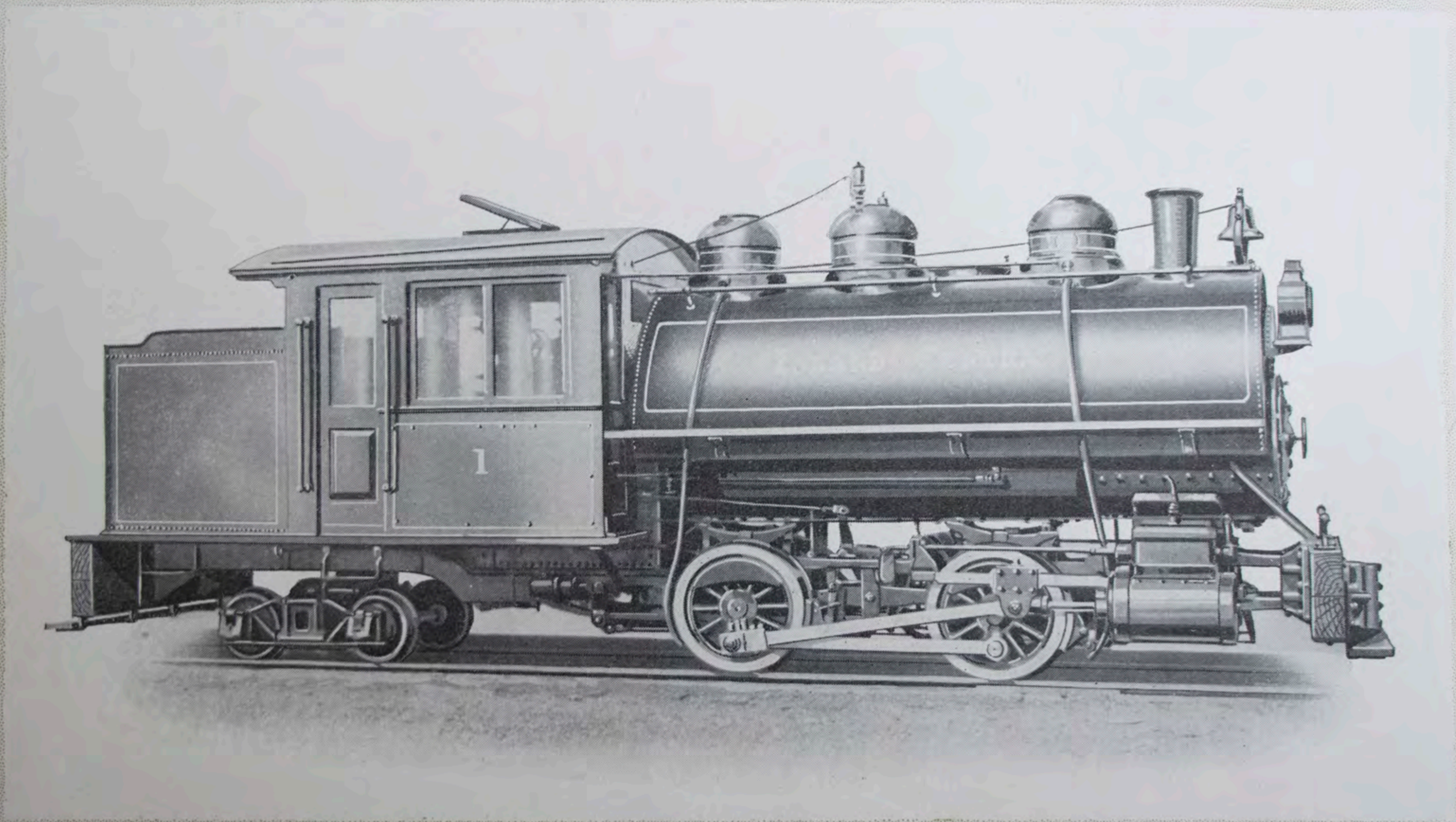


This type is especially suitable for long hauls, where speed and power are desired. This type is very satisfactory to operate where it is necessary to make long runs before replenishing the water supply. The weight is well distributed, making the locomotive easy on track.
Built to burn coal, oil or wood, as desired.
Furnished with steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED LOCOMOTIVE WITH FOUR WHEELED TRAILING TRUCK, SADDLE AND REAR WATER TANKS, REAR FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dfril	6x10	20	3- 6	12-4	500	600	85	16	15000	20000	160	2450	103	65	34	21	13	9
Dfsos	7x10	22	3- 6	12-4	600	800	85	16	17000	23000	160	3025	132	84	45	29	20	14
Dftot	7x12	24	3-10	12-8	750	1300	95	20	19000	27000	170	3540	154	97	52	33	22	16
Dfums	8x12	24	3-10	12-8	850	1500	95	20	21000	29500	170	4620	208	133	74	48	34	25
Dfvho	9x12	24	3-10	12-8	950	1700	95	25	25000	34000	170	5100	228	146	80	53	36	26
Dfwow	9x14	29	4- 6	14-8	1100	2000	110	30	30000	38000	170	5640	248	158	86	56	39	28
Dfxud	10x14	29	4- 6	14-8	1200	2000	110	30	33000	42000	170	6970	314	203	113	75	54	40

The smaller sizes shown on this page are built 20″ gauge and wider, and the larger sizes 30″ gauge and wider. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

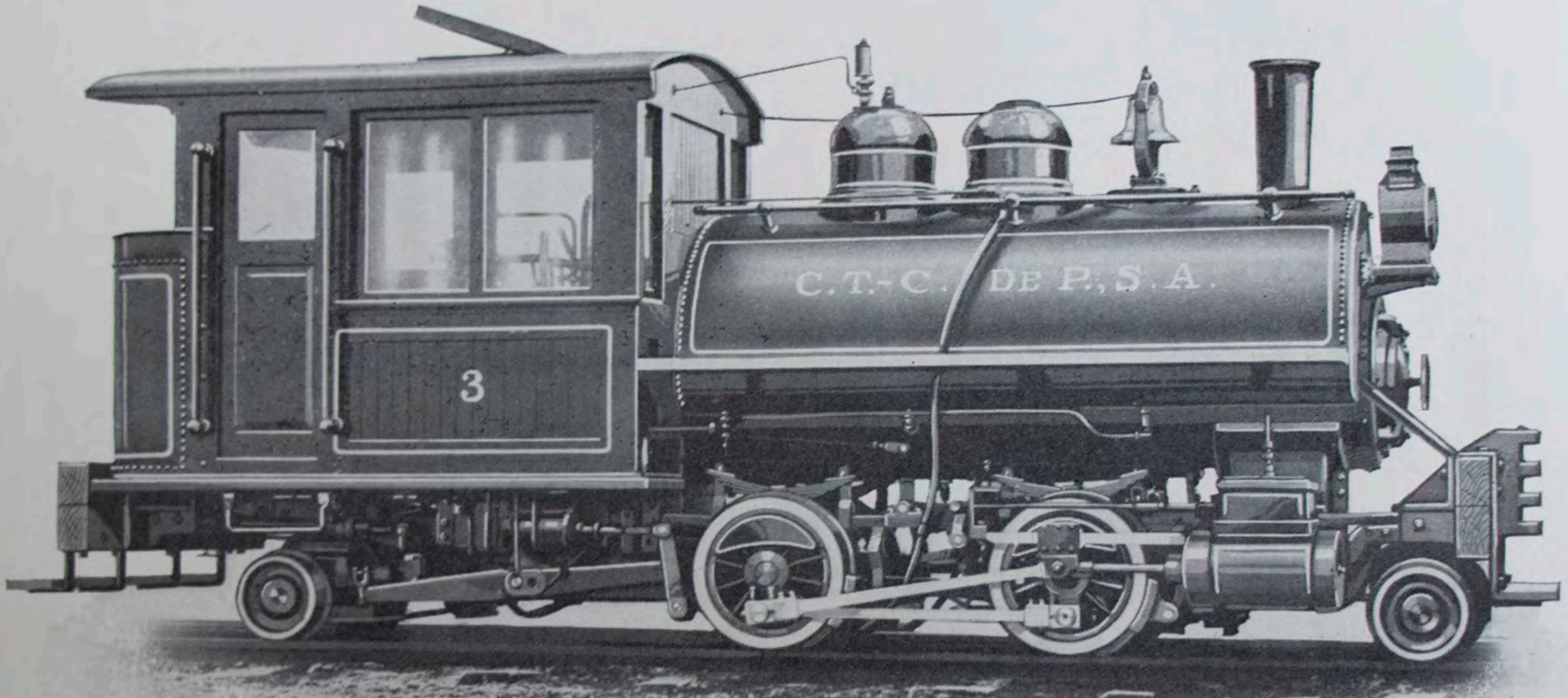


This type is especially suitable for long hauls, where speed and power are desired. This type is very satisfactory to operate where it is necessary to make long runs before replenishing the water supply. The weight is well distributed, making the locomotive easy on track.
Built to burn coal, oil or wood, as desired.
Furnished with steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED LOCOMOTIVE WITH FOUR WHEELED TRAILING TRUCK, SADDLE AND REAR WATER TANKS. REAR FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dgait..........	10x16	29	5–0	14–2	1450	2000	115	35	38000	53000	170	7970	357	229	126	82	58	43
Dgbam..........	11x16	29	5–0	16–7	1650	3000	150	40	43000	58000	170	9650	437	282	157	104	74	55
Dgcan..........	12x16	32	5–0	16–7	1800	3000	150	40	46000	66000	170	10400	470	302	168	110	78	58
Dgdim..........	12x18	34	5–9	17–6	1900	3000	160	50	57000	71000	170	11050	495	318	177	116	82	61
Dgepe..........	13x18	36	6–3	18–7	2000	3000	165	50	61000	81000	180	12950	584	375	209	137	98	73
Dgfoe..........	14x20	38	6–6	18–10	2800	3500	180	70	78000	102000	180	15800	716	460	256	168	119	88
Dghog..........	15x20	38	6–6	18–10	3000	3500	180	70	82000	106000	180	18190	825	532	298	198	142	106
Dgile..........	16x24	44	7–3	19–8	4300	4000	195	80	98000	130000	180	21320	964	621	346	227	163	122
Dgjic..........	17x24	46	7–3	20–6	4800	5000	210	85	111000	148000	180	22500	1090	648	359	235	166	123

The smaller sizes shown on this page are built 30″ gauge and wider, and the larger sizes standard gauge. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

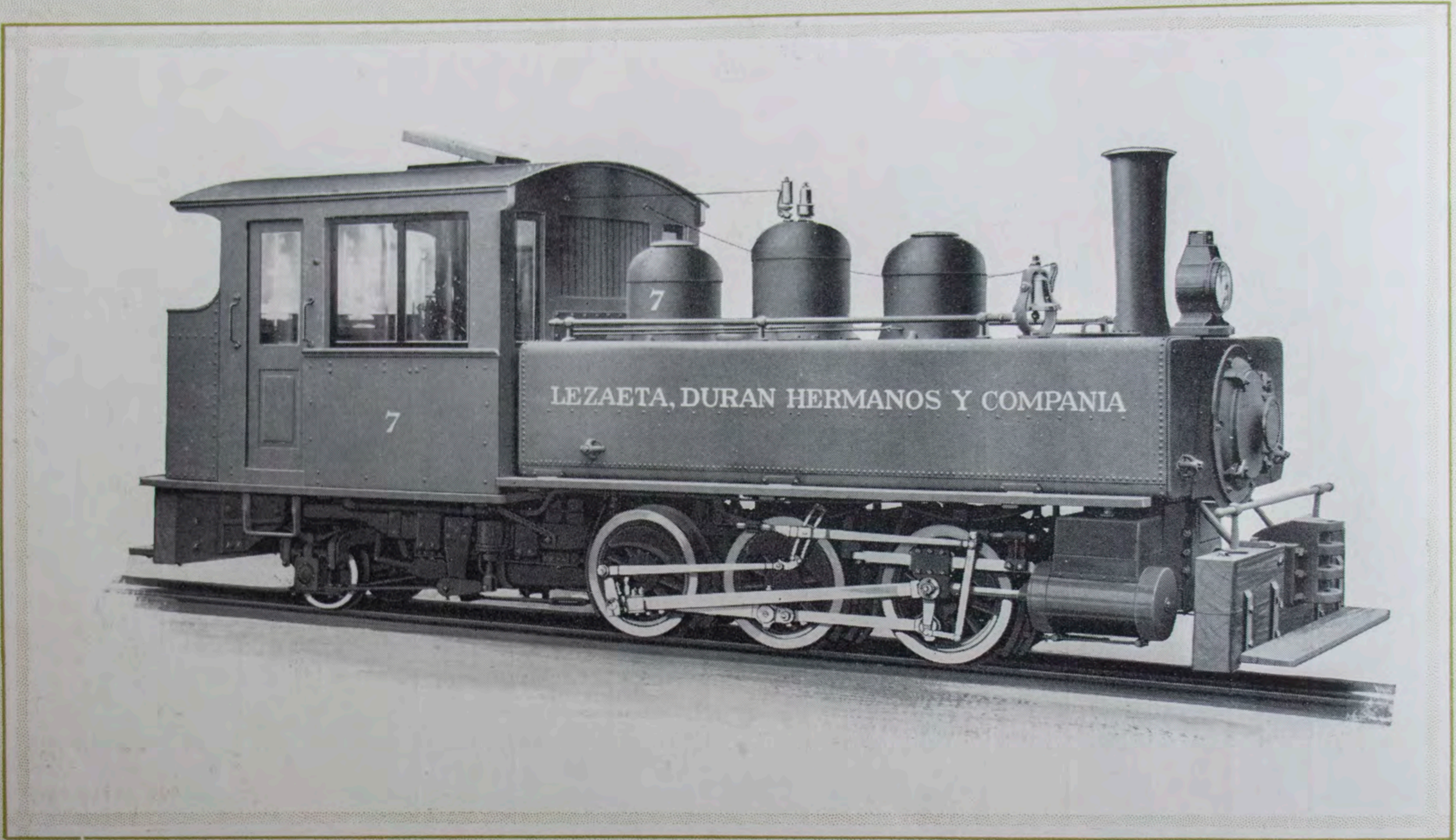


The wheel arrangement of this locomotive makes it very desirable to operate on rather long hauls either forward or backward. The weight is equalized so that the locomotive operates on rough track very successfully.
Built to burn coal, oil or wood, as desired.
Furnished with either steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED LOCOMOTIVE WITH LEADING AND TRAILING TRUCKS, SADDLE TANK AND REAR FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dgkel	6x10	20	3– 6	13–5	200	1400	65	16	15000	20000	160	2450	105	67	36	23	15	10
Dglie	7x10	22	3– 6	13–5	250	1400	65	16	18000	22000	160	3025	134	85	47	31	21	15
Dgmol	7x12	24	3–10	14–11	300	2500	90	20	20000	26000	170	3540	154	98	53	34	23	16
Dgnec	8x12	27	3–10	14–11	350	2500	90	20	22000	28000	170	4100	182	117	64	42	29	21
Dgoon	9x12	27	3–10	14–11	450	3000	90	20	26000	33000	170	5190	224	142	78	50	35	25
Dgpas	9x14	29	4– 6	18–0	550	3600	95	25	32000	40000	170	5640	250	160	88	57	40	29
Dgrub	10x14	29	4– 6	18–0	600	3600	95	25	34000	42000	170	6960	316	204	114	76	54	40
Dgslo	10x16	32	5– 0	18–6	750	4000	100	30	36000	46000	170	7230	325	209	116	77	55	41
Dgtim	11x16	32	5– 0	18–6	875	4500	100	35	43000	56000	170	8700	390	251	139	91	65	48
Dgudi	12x16	34	5– 0	18–6	900	4500	100	40	46000	60000	170	9800	442	284	159	105	75	56
Dgvua	12x18	34	5– 9	20–0	950	4500	120	50	54000	67000	170	11050	498	321	179	118	84	63
Dgwho	13x18	36	6– 3	21–10	1000	5000	125	50	59000	79000	180	12950	585	377	210	139	99	74
Dgxow	14x20	42	6– 6	22–9	1400	5500	130	60	72000	90000	180	14300	643	413	230	151	108	80
Dgyou	15x20	44	6– 6	22–9	1700	5500	130	60	76000	95000	180	15660	709	457	255	168	121	90
Dgzue	16x24	50	7– 3	25–3	2100	6000	150	75	90000	120500	180	18750	843	542	301	198	140	104
Dharb	17x24	50	7– 3	26–0	2400	6500	175	85	102000	135000	180	21250	956	893	342	225	160	118

The smaller sizes shown on this page are built 20″ gauge and wider, the medium sizes 30″ gauge and wider, and the larger sizes usually standard gauge. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.



This type is particularly well adapted where it is necessary to handle heavy trains over light rails. The side tanks are preferable to the saddle tank for service in hot climates, and there is a considerable saving in freight when making foreign shipments. The weight is well distributed and the trailing truck stabilizes the locomotive so that it can be operated at greater speed and with a very liberal fuel supply.

Built to burn coal, oil or wood, as desired.

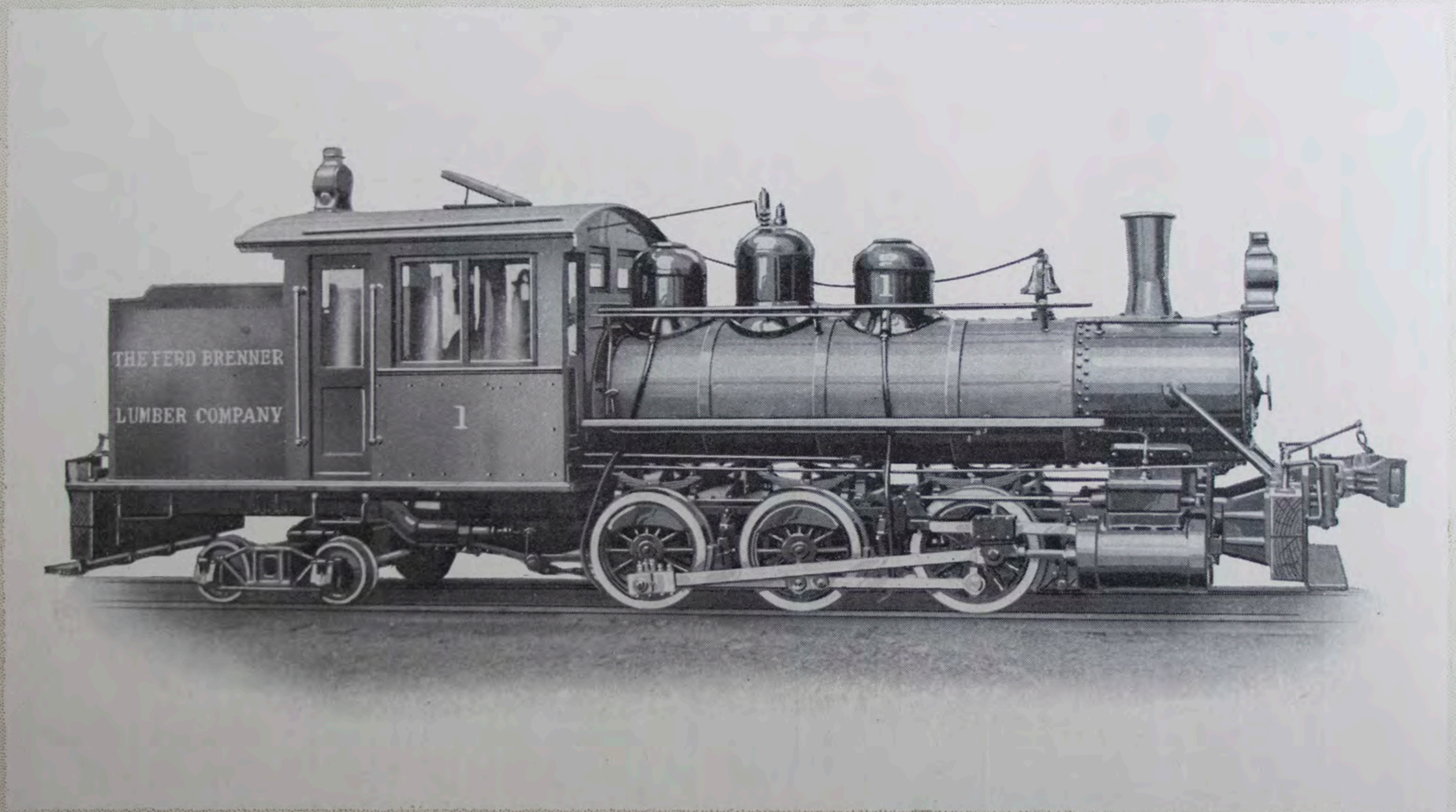
Furnished with either steam, hand or air brakes.

Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED LOCOMOTIVE WITH TRAILING TRUCK, SIDE TANKS AND REAR FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dhbit..........	6x10	20	4–10	11–2	300	1400	75	12	18000	22000	160	2450	103	65	34	21	14	9
Dhcoa..........	7x10	22	4–10	11–2	350	1400	75	12	20000	24000	160	3025	132	84	46	29	20	14
Dhdan..........	7x12	24	5– 2	12–0	375	2500	90	16	24000	28000	170	3540	152	96	52	33	22	16
Dhema..........	8x12	24	5– 2	12–0	400	2500	90	16	26000	30000	170	4620	206	132	72	47	32	23
Dhfoe..........	9x12	24	5– 2	12–0	500	3000	90	20	31000	35500	170	5200	235	150	80	50	35	24
Dhgay..........	9x14	29	6– 0	14–0	600	3600	100	25	38000	42000	170	5640	245	156	84	53	37	26
Dhild..........	10x14	29	6– 0	14–0	650	3600	100	25	40000	45000	170	6970	311	200	110	72	51	36
Dhjat..........	10x16	29	6– 6	14–6	750	4000	110	25	42500	48000	170	7970	358	231	128	84	60	45
Dhkom..........	11x16	29	7– 0	15–6	850	4500	125	30	46200	56000	170	9650	437	282	158	104	75	56
Dhlio..........	12x16	29	7– 0	15–6	900	4500	125	30	53300	65000	170	10400	467	299	165	107	79	59
Dhmaw..........	12x18	34	7–10	16–4	950	5000	150	35	63000	69000	170	11050	494	318	177	116	83	61
Dhnur..........	13x18	36	8– 4	16–11	1000	5000	155	40	74000	85500	180	12950	576	370	204	134	94	69
Dhoge..........	14x20	38	8– 6	17–9	1200	5500	180	50	90000	95000	180	15800	706	454	253	167	117	89
Dhpon..........	15x20	38	8– 6	17–9	1200	5500	180	50	94000	98000	180	18180	825	534	301	201	146	110
Dhrop..........	16x24	44	10–4	20–10	1600	6000	195	65	115000	122600	180	21320	960	620	345	228	160	120
Dhsmo..........	17x24	46	10–6	21–6	1800	6500	220	70	122000	126000	180	23000	1041	673	378	252	182	136

The smaller sizes shown on this page are built 20″ gauge and wider, the medium sizes 30″ gauge and wider, and the larger sizes usually standard gauge. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.

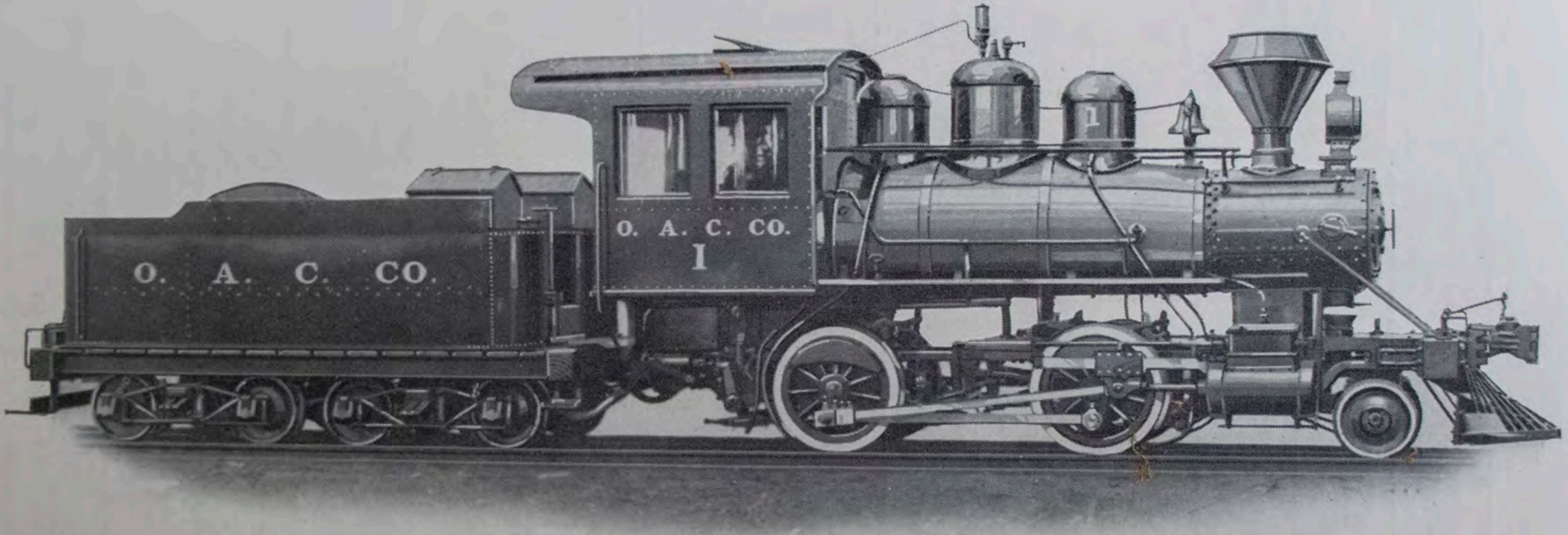


This type is used extensively for plantation and logging service, or where it is necessary to operate on very light rail.
Built to burn coal, oil or wood, as desired.
Furnished with either steam, hand or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED LOCOMOTIVE WITH FOUR WHEELED TRAILING TRUCK, REAR WATER TANK AND FUEL BUNKER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight on Driving Wheels — Pounds	Total Weight of Engine in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dhtil	6x10	20	4–10	13–8	250	750	100	12	14000	22000	160	2450	104	66	35	22	15	10
Dhult	7x10	22	4–10	13–8	300	750	100	12	16000	24000	160	3025	132	85	47	30	21	15
Dhvuz	7x12	24	5– 2	14–2	400	1300	105	12	20000	30000	170	3540	153	97	52	33	23	17
Dhwag	8x12	27	5– 2	14–2	500	1500	105	12	22000	32000	170	4100	181	115	62	40	27	20
Dhxip	9x12	27	5– 2	14–2	550	1700	105	16	25000	37000	170	5190	229	146	79	49	33	23
Dhyok	9x14	29	6– 0	16–2	600	2000	120	20	30000	42000	170	5640	248	158	85	54	37	26
Dhzud	10x14	29	6– 0	16–2	650	2000	120	20	32000	44000	170	6970	314	203	112	74	53	40
Diapy	10x16	29	6– 6	16–8	700	2000	135	20	35000	47500	170	7970	361	233	131	88	63	48
Diboy	11x16	32	7– 0	18–7	800	3000	170	25	37500	52000	170	8750	397	256	138	91	65	49
Dical	12x16	36	7– 0	18–7	800	3000	170	25	41500	55500	170	9250	418	269	150	99	71	53
Didoa	12x18	36	7–10	19–10	900	3000	180	30	51000	60000	170	10440	472	305	171	113	81	60
Diena	13x18	36	8– 4	20–8	1000	3000	195	35	58000	76000	180	12950	587	379	212	140	101	75
Difma	14x20	38	8– 6	20–10	1400	3500	200	40	70000	92000	180	15800	718	463	259	172	123	92
Digap	15x20	40	8– 6	20–10	1400	3500	200	40	74000	96000	180	17260	792	512	288	192	138	104
Dihoe	16x24	48	10–4	22–9	2200	4000	260	50	89000	123000	180	19570	883	568	316	208	148	110
Dijum	17x24	50	10–6	23–9	2500	5000	285	55	93000	130500	180	21200	962	620	346	228	163	121

The smaller sizes shown are usually furnished 20″ gauge and wider, while the larger sizes standard gauge. The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown. Fuel and water capacity can be changed to meet conditions. Detail specifications furnished upon request.



Where it is necessary to have a combination of power and speed, this type is very desirable for either long or short hauls. The fuel and water tender is ample for more than the average run.
Built to burn coal, oil or wood, as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED LOCOMOTIVE WITH TWO WHEELED LEADING TRUCK, EIGHT WHEELED FUEL AND WATER TENDER

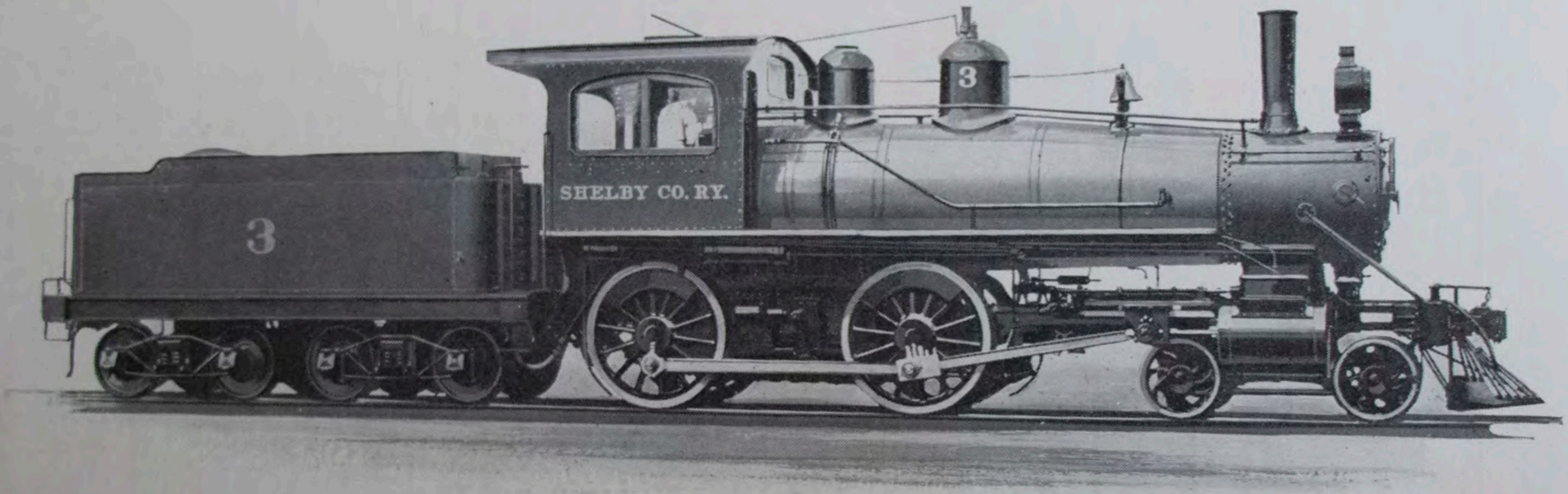
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dikat	9x14	32	4–6	28–8	1000	4000	100	20	26000	21500	170	5120	220	138	73	44	29	19
Dilac	10x14	36	4–6	28–8	1200	4500	100	20	29000	23500	170	5620	245	155	83	52	34	23
Dimot	10x16	38	5–0	30–2	1400	5000	120	25	32000	26000	170	6070	265	167	88	55	35	25
Dinso	11x16	40	5–0	30–2	1400	5000	120	25	36000	26000	170	7000	305	192	104	63	42	28
Dioda	12x16	44	5–0	30–2	1400	5000	120	25	38000	26000	170	7550	334	212	114	72	49	35
Dipay	12x18	44	5–9	32–6	1600	5000	150	35	48000	35000	170	8570	372	234	124	78	52	36
Dirba	13x18	44	6–3	37–0	2000	5500	175	40	55000	47000	180	10600	462	291	154	95	63	42
Disnk	14x20	46	6–6	40–6	3000	7000	200	45	64000	57500	180	13020	568	358	190	118	77	52
Ditom	15x20	50	6–6	40–6	3000	7000	200	45	67000	57500	180	13760	605	383	205	128	86	58
Diulo	16x24	56	7–3	43–9	3500	8500	210	55	81000	63000	170	15850	696	440	235	147	98	67
Divko	17x24	56	7–3	45–6	4000	10000	225	60	93000	71000	170	17550	767	484	257	160	107	72

The smaller sizes shown on this page are usually built 30″ gauge and wider while the larger sizes usually standard gauge.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is designed where speed is essential. 30 to 60 miles per hour is a practical speed at which to operate this type of engine.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED LOCOMOTIVE WITH FOUR WHEELED LEADING TRUCK, EIGHT WHEELED FUEL AND WATER TENDER

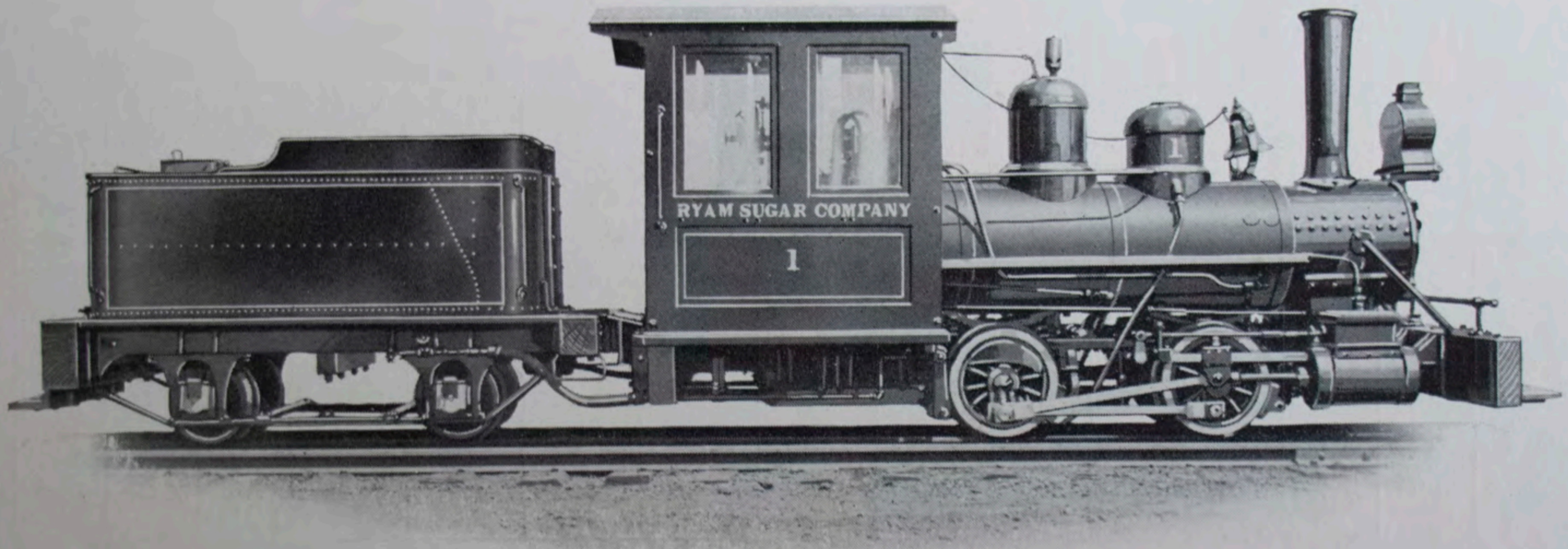
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Diwot	12x16	48	6–0	38–6	1400	5000	180	25	45000	26000	170	6940	313	201	112	73	52	38
Dixor	12x18	48	6–0	39–0	1600	5000	190	35	49000	35000	170	7830	335	209	109	65	42	24
Diylo	13x18	50	6–10	40–6	2000	5500	200	35	58000	46000	170	8820	397	255	141	92	65	48
Dizem	14x20	54	7–6	42–6	3000	6000	210	40	70000	57000	170	10500	471	302	167	109	77	57
Dkata	15x20	56	7–6	42–6	3000	6000	210	45	75000	55000	170	12080	546	352	196	129	92	68
Dkbem	16x24	60	9–0	45–0	3000	8000	275	50	86000	57000	170	14800	678	436	245	162	116	87
Dkcas	17x24	62	9–0	45–8	3000	10000	290	55	97000	60000	170	16150	735	473	265	175	125	93

The locomotives shown on this page are usually built for service on standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is recommended for general switching service and is also used on construction work or industrial hauling.
Built to burn coal, oil or wood as desired.
Furnished with steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SWITCHING LOCOMOTIVE WITH FOUR WHEELED FUEL AND WATER TENDER

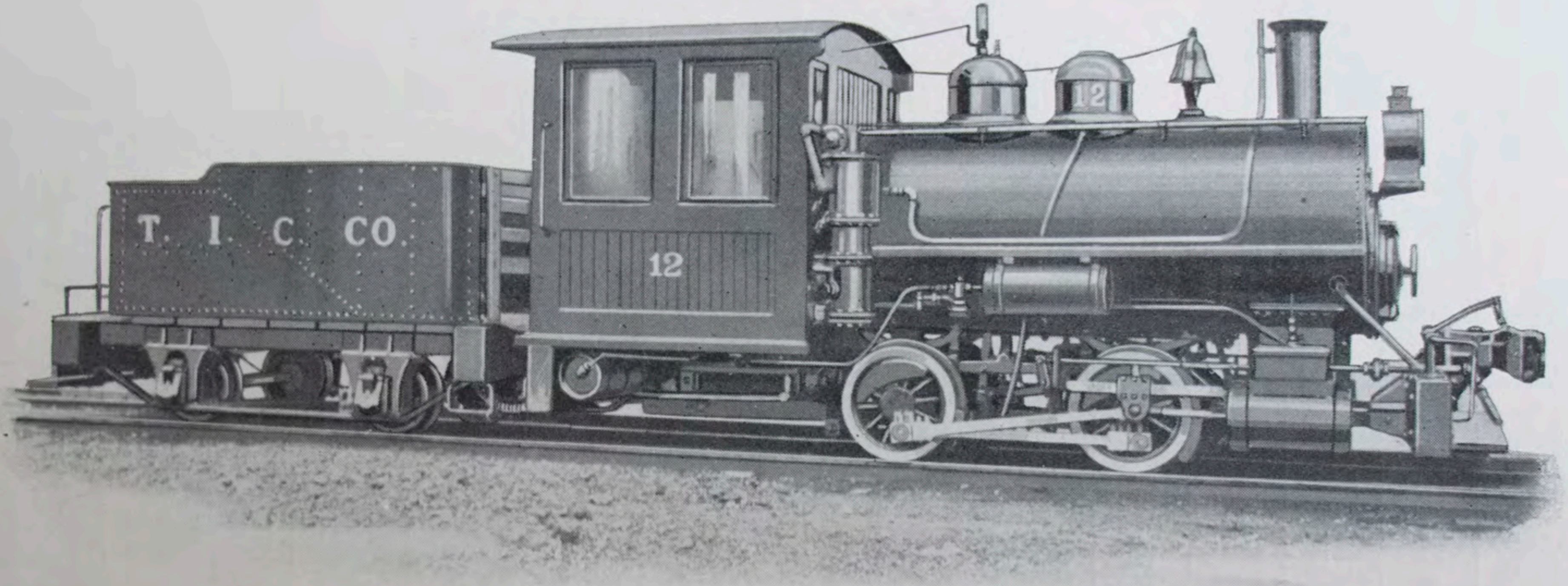
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dkdad	6x10	20	3–6	17–0	400	2500	20	16	13000	10300	160	2450	105	66	35	21	14	9
Dkeat	7x10	22	3–6	17–0	400	2500	20	16	14500	10300	160	3025	134	85	46	30	20	14
Dkfun	7x12	24	3–10	18–3	600	3300	25	16	17000	13100	170	3540	154	98	53	33	22	16
Dkgal	8x12	27	3–10	18–3	600	3300	25	16	18000	13100	170	4100	178	113	62	43	28	19
Dkhoc	9x12	27	3–10	18–3	700	3600	25	20	21500	14600	170	5190	225	145	80	50	32	24
Dkido	9x14	29	4–6	21–0	900	4000	35	25	25000	16600	170	5640	250	159	87	55	38	27
Dklas	10x14	32	4–6	21–0	900	4000	35	25	27000	16600	170	6310	283	181	100	65	46	33
Dkmat	10x16	32	5–0	22–0	1200	4500	45	30	30500	20000	170	7210	324	208	115	75	52	38
Dknau	11x16	36	5–0	24–0	1200	4500	45	30	34000	20000	170	7780	349	224	123	80	57	41
Dkody	12x16	40	5–0	24–0	1200	5000	45	30	36000	21000	170	8300	374	240	133	87	61	45

The smaller sizes on this page are built 20″ gauge and wider while the larger sizes 30″ gauge and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used extensively for general switching service where it is necessary to handle heavy loads.
The combination of saddle tank and tender give unusually large water capacity.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SADDLE TANK LOCOMOTIVE WITH FOUR WHEELED FUEL AND WATER TENDER

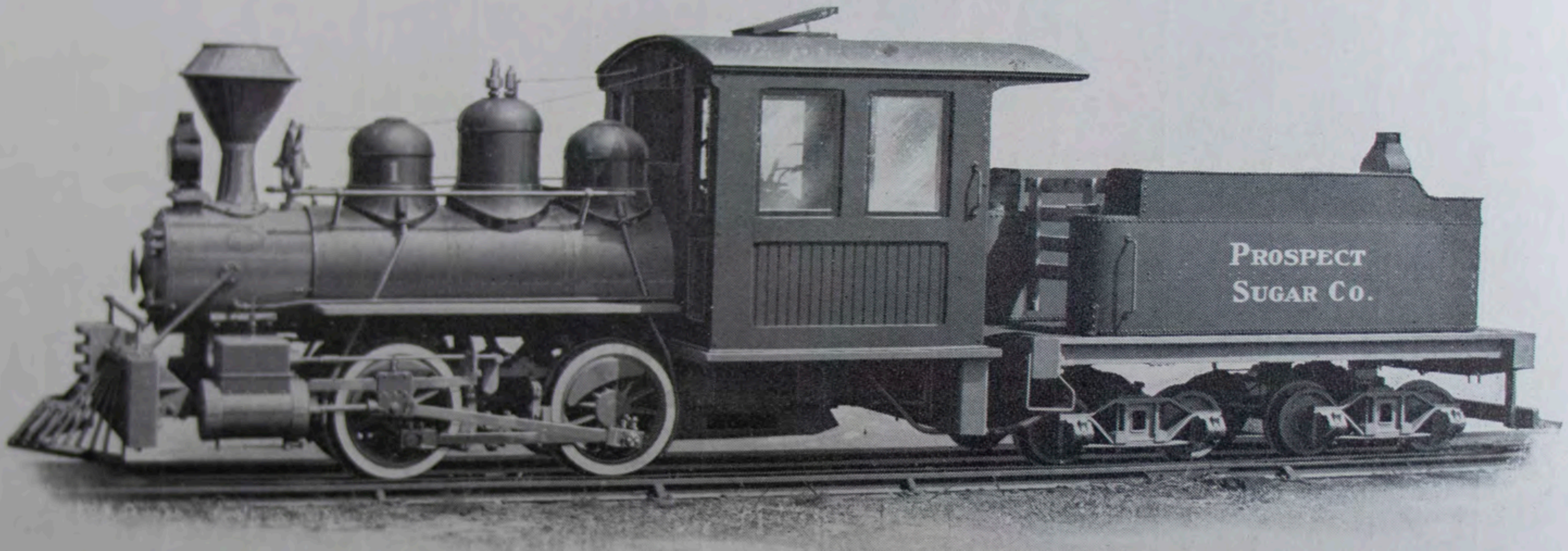
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dkpie	6x10	20	3–6	17–0	600	2500	20	16	15000	10300	160	2450	102	63	32	19	12	7
Dkque	7x10	22	3–6	17–0	700	2500	20	16	18000	10300	160	3025	131	83	44	27	18	12
Dkrol	7x12	24	3–10	18–3	800	3000	25	20	20000	13100	170	3540	151	95	50	31	20	13
Dksay	8x12	24	3–10	18–3	950	3500	25	20	22000	13100	170	4620	206	131	72	46	32	23
Dktaz	9x12	24	3–10	18–3	1050	3700	25	25	27000	13400	170	5200	229	145	79	50	35	25
Dkust	9x14	29	4–6	21–0	1300	4000	35	30	32000	13600	170	5640	248	158	87	57	40	29
Dkvuo	10x14	29	4–6	21–0	1500	4000	35	30	34000	13600	170	6970	314	203	114	76	54	37
Dkwad	10x16	29	5–0	22–0	1950	4500	35	45	39000	20100	170	7970	355	227	125	81	56	40
Dkxam	11x16	29	5–0	24–0	2100	4500	40	45	43000	20100	170	9650	434	278	154	100	71	52
Dkyot	12x16	32	5–0	24–0	2200	5000	40	45	50000	21000	170	10400	467	299	165	107	76	56

The smaller sizes shown on this page are built 20″ gauge and wider. The larger sizes 30″ gauge and wider.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is generally used for switching service and industrial haulage.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SWITCHING LOCOMOTIVE WITH EIGHT WHEELED FUEL AND WATER TENDER

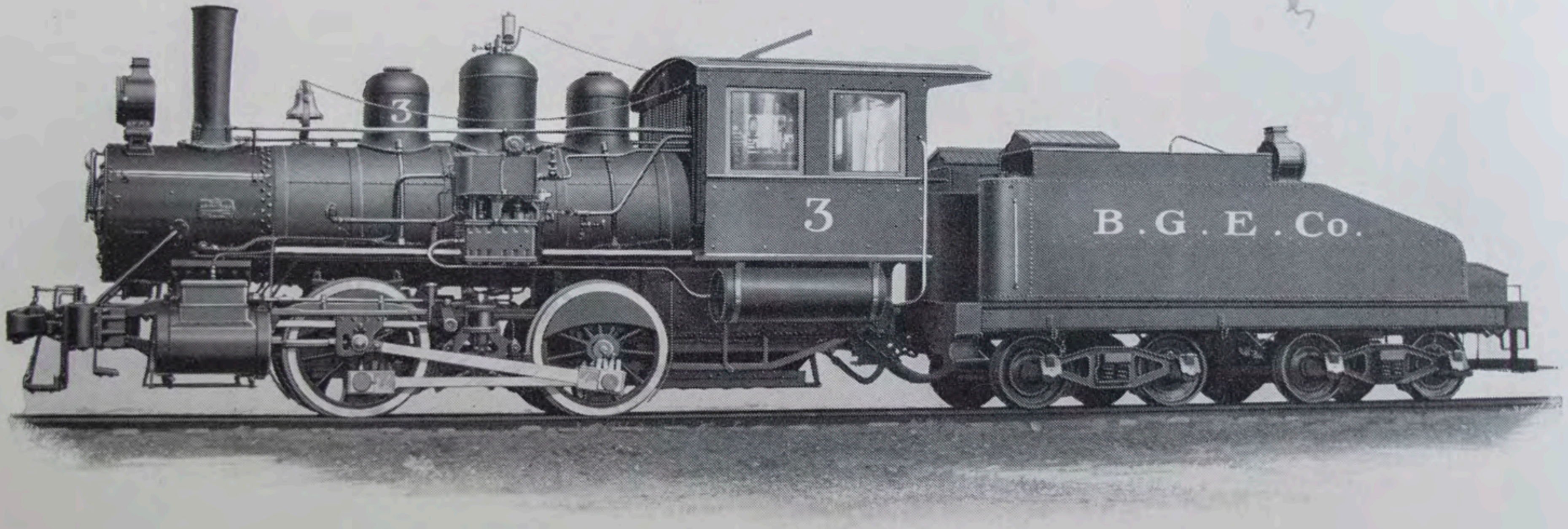
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dlake	9x14	29	4–6	23–6	1200	4500	35	25	25000	23500	170	5640	246	156	83	52	34	23
Dlbel	10x14	32	4–6	23–6	1200	4500	35	25	27000	23500	170	6310	279	177	96	61	42	29
Dlcow	10x16	32	5–0	24–8	1400	5000	45	30	30000	26000	170	7210	321	205	112	72	49	35
Dldow	11x16	36	5–0	24–8	1400	5000	45	30	34000	26000	170	7780	346	221	120	77	54	38

The smaller sizes shown on this page are built 30″ gauge and wider while the larger sizes, standard gauge.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is generally used for yard switching service.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

FOUR COUPLED SWITCHING LOCOMOTIVE WITH EIGHT WHEELED FUEL AND WATER TENDER

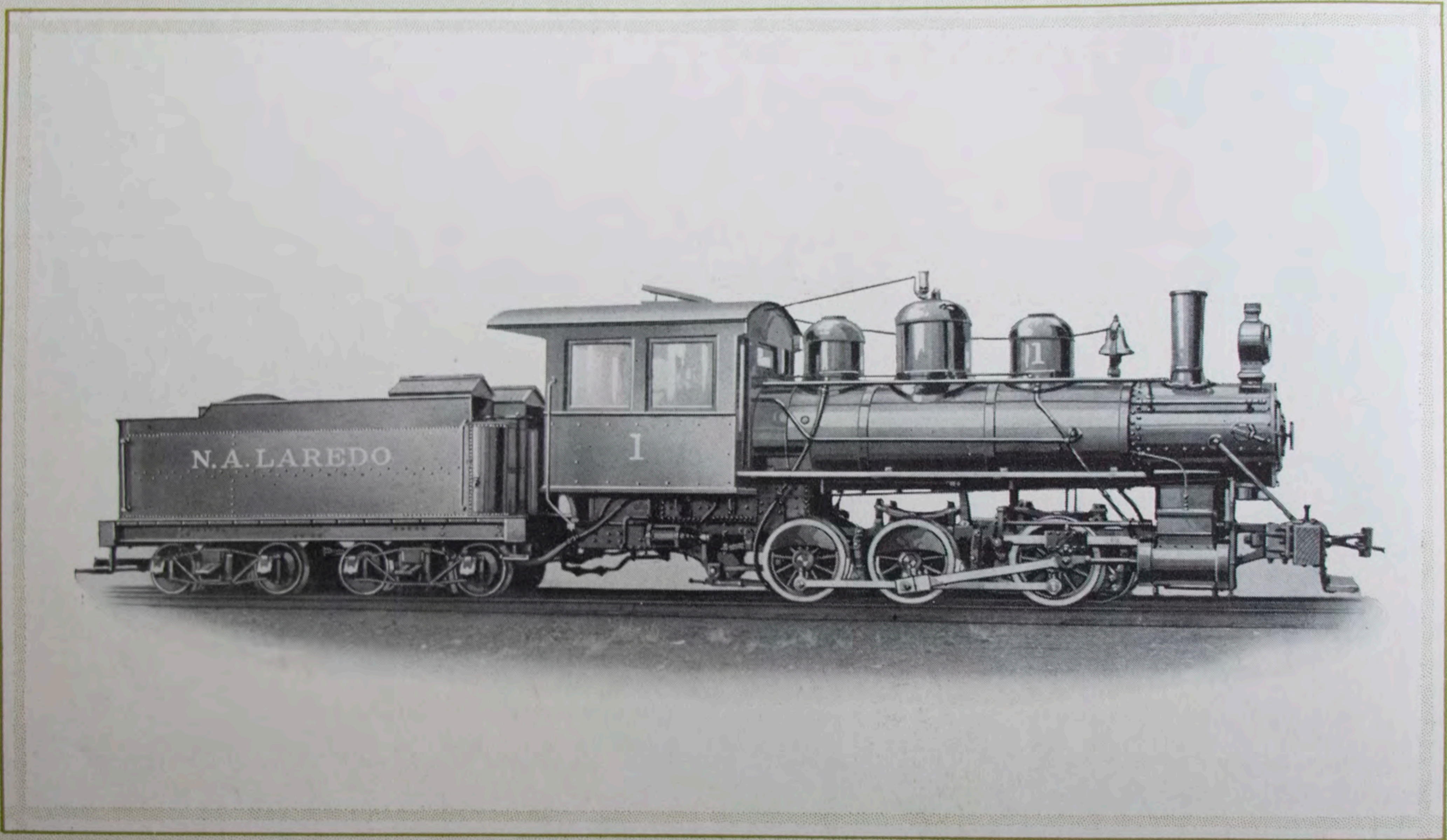
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dleoy..........	12x16	40	5–0	24–8	1400	5000	45	30	36000	26000	170	8300	371	237	130	84	58	42
Dlfif...........	12x18	40	5–9	26–0	1600	5000	50	40	45000	35000	170	9430	415	263	142	90	61	44
Dlgud.........	13x18	40	6–3	29–10	2000	5500	50	45	52000	47000	180	11650	513	325	175	110	75	52
Dlhan..........	14x20	42	6–6	33–6	3000	7000	55	50	60000	57500	180	14260	630	401	217	138	94	66
Dlies...........	15x20	46	6–6	33–6	3000	7000	55	50	64000	57500	180	14970	663	422	228	147	100	70
Dljod..........	16x24	52	7–3	36–0	3500	8500	75	65	76000	63000	180	18070	805	513	280	177	120	84
Dlkeo.........	17x24	54	7–3	37–8	4000	10000	75	75	88000	71000	180	19660	865	547	292	183	122	86

Locomotives shown on this page are usually built for standard gauge track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used extensively for general switching service.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED SWITCHING LOCOMOTIVE WITH EIGHT WHEELED FUEL AND WATER TENDER

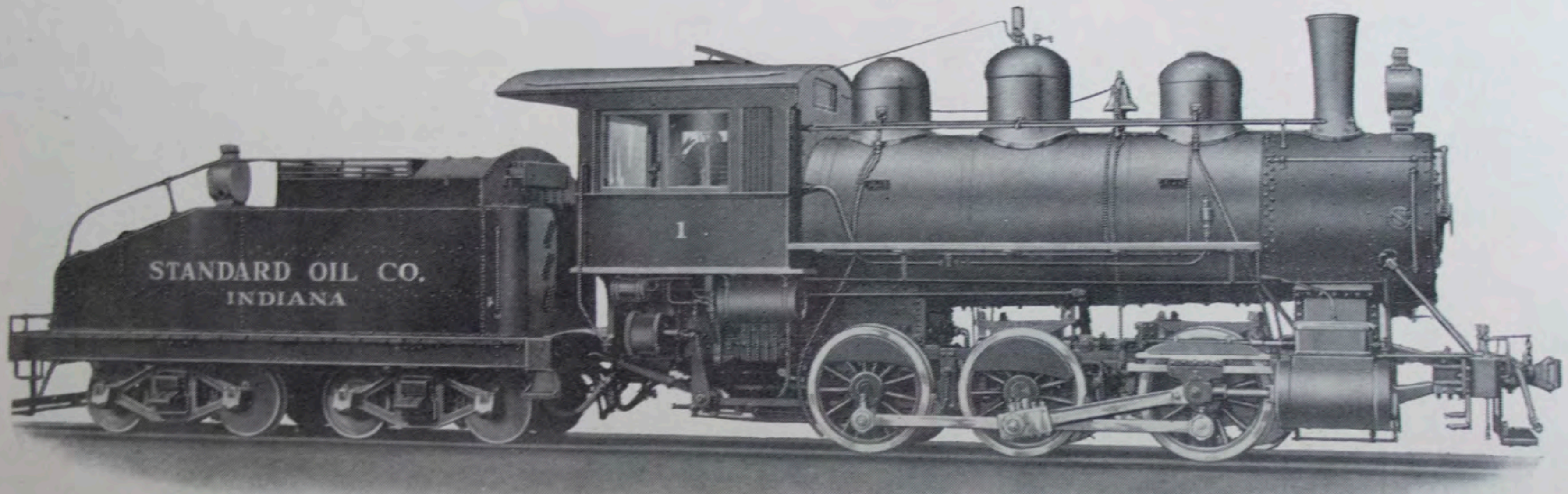
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dlmas..........	10x16	29	7–0	27–3	1200	5000	70	25	31000	28000	170	7950	338	210	121	73	46	29
Dlnat..........	11x16	32	7–0	27–3	1300	5000	70	25	33500	29700	170	8750	392	251	137	89	62	44
Dloyo..........	12x16	34	7–0	28–0	1400	5000	70	30	41500	33000	170	9800	440	282	155	101	71	48
Dlpez..........	12x18	34	7–10	29–6	1600	5000	85	30	51000	38000	170	11050	490	312	170	108	73	49
Dlraw..........	13x18	36	8–4	32–0	2000	5500	95	35	59500	47000	180	12950	571	362	196	124	84	59

The smaller locomotives shown on this page are built 30″ gauge and wider. The larger sizes standard gauge.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used extensively for heavy switching service.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED SWITCHING LOCOMOTIVE WITH EIGHT WHEELED FUEL AND WATER TENDER

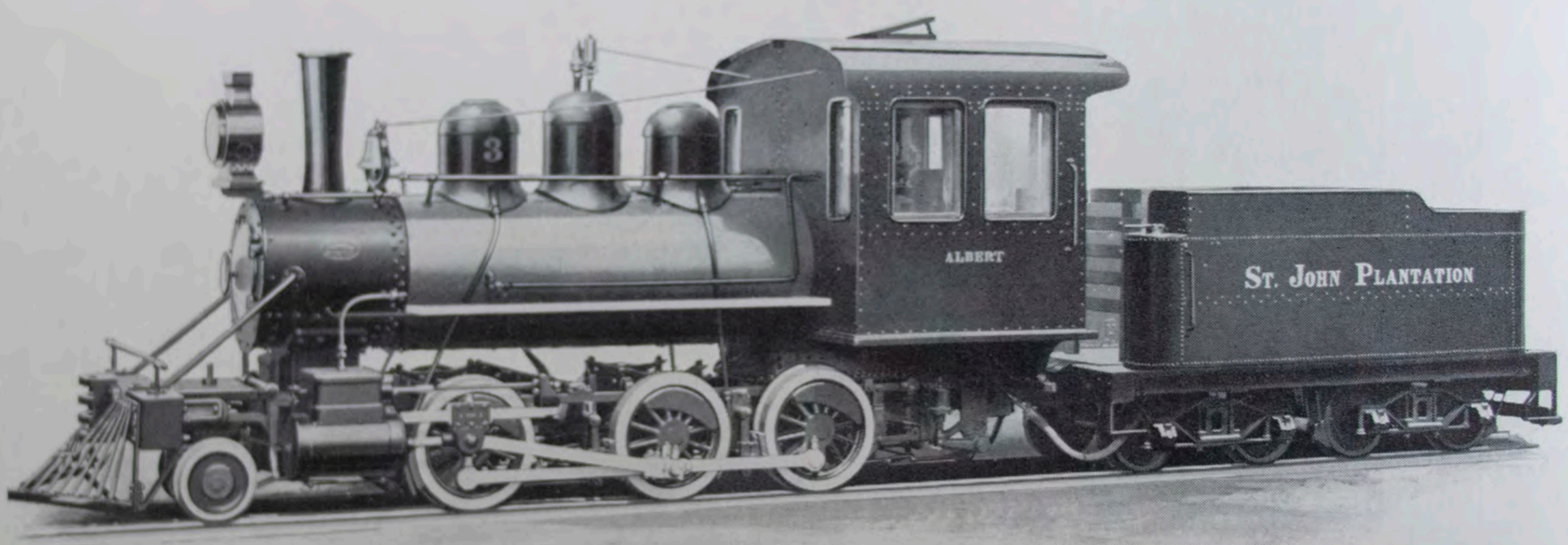
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dlshe	14x20	42	8–6	35–6	3000	7000	100	45	72000	57500	180	14300	620	391	209	129	85	57
Dltom	15x20	42	8–6	35–6	3000	7000	100	45	78000	57500	180	16400	725	461	249	159	109	77
Dluba	16x24	50	10–4	39–0	3500	8500	170	50	87000	63000	180	18820	841	535	291	187	128	91
Dlvom	17x24	50	10–6	41–0	4000	10000	180	60	100500	71000	180	21220	937	596	323	206	141	100
Dlwso	18x24	50	10–6	41–9	4500	12000	180	65	110000	80000	180	23750	1051	669	363	232	160	113
Dlxor	19x24	50	11–0	44–0	5000	12000	190	70	120000	87000	180	26450	1174	748	407	261	180	127

The locomotives shown on this page are usually built for standard gauge track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used extensively on long runs where power and speed are essential. The weight is well distributed permitting the locomotive to operate on light rail.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED LOCOMOTIVE WITH TWO WHEELED LEADING TRUCK, EIGHT WHEELED FUEL AND WATER TENDER

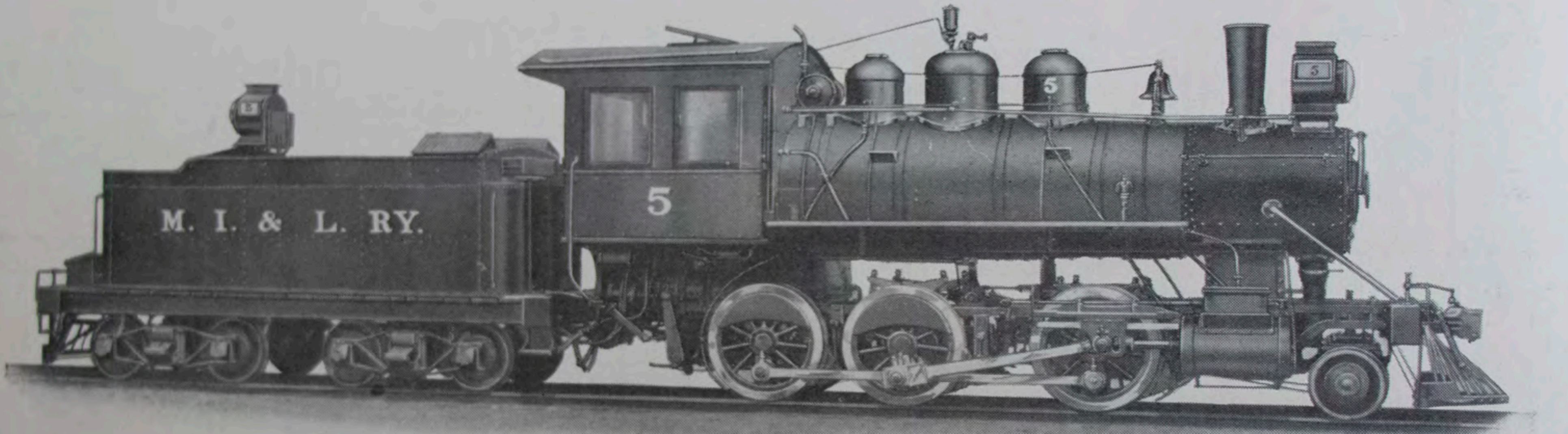
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dmain	10x16	32	8–3	31–6	1500	5000	125	20	36500	31500	170	7230	316	199	105	66	43	29
Dmbek	11x16	34	8–9	32–0	1500	5000	150	20	39000	31500	170	8220	364	230	124	78	53	37
Dmcel	12x16	34	8–9	32–0	1500	6000	150	25	46000	33500	170	9800	435	280	151	96	66	47
Dmdow	12x18	36	9–0	36–0	1800	7000	150	25	50000	37000	170	10400	460	292	157	99	68	48
Dmeen	13x18	40	9–6	37–0	2200	7000	160	30	56000	46000	180	11650	513	325	174	110	74	51

The smaller sizes shown on this page are built for 30″ gauge and wider. The larger sizes for standard gauge.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is used extensively on long runs where power and speed are essential. The weight is well distributed permitting the locomotive to operate on light rail.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED LOCOMOTIVE WITH TWO WHEELED LEADING TRUCK, EIGHT WHEELED FUEL AND WATER TENDER

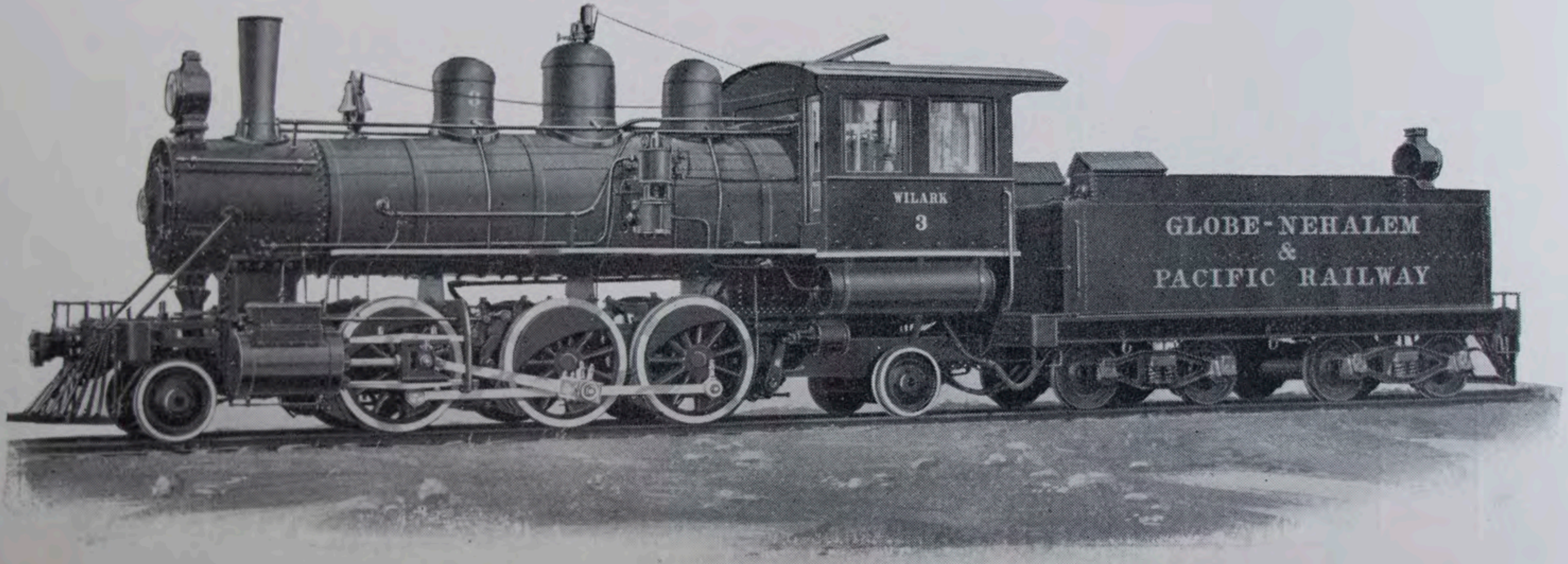
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dmfoy	14x20	44	9–9	42–0	2500	7000	165	35	66000	53000	180	13600	599	379	204	128	87	60
Dmgit	15x20	44	9–9	42–0	3000	7000	165	35	70000	60500	180	15640	694	441	238	151	103	72
Dmhut	16x24	48	10–9	43–2	3500	8000	180	45	89000	64000	180	19600	874	557	303	195	134	96
Dmire	17x24	50	11–0	44–0	4000	10000	195	50	97000	71000	180	21200	945	602	327	210	144	102
Dmjop	18x24	54	11–0	45–2	4000	14000	200	55	109000	77800	180	22350	989	628	339	216	147	104
Dmket	19x24	56	13–6	49–0	5000	14000	225	60	122000	87600	180	23600	1036	656	351	221	149	93

The locomotives shown on this page are usually built for standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is especially recommended where speed is essential and it is necessary to operate the locomotive in either direction. The weight is equalized and well distributed permitting operation on light rail. The wheel arrangement is especially suitable for service on rough track.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

SIX COUPLED LOCOMOTIVE WITH LEADING AND TRAILING TRUCKS, EIGHT WHEELED FUEL AND WATER TENDER

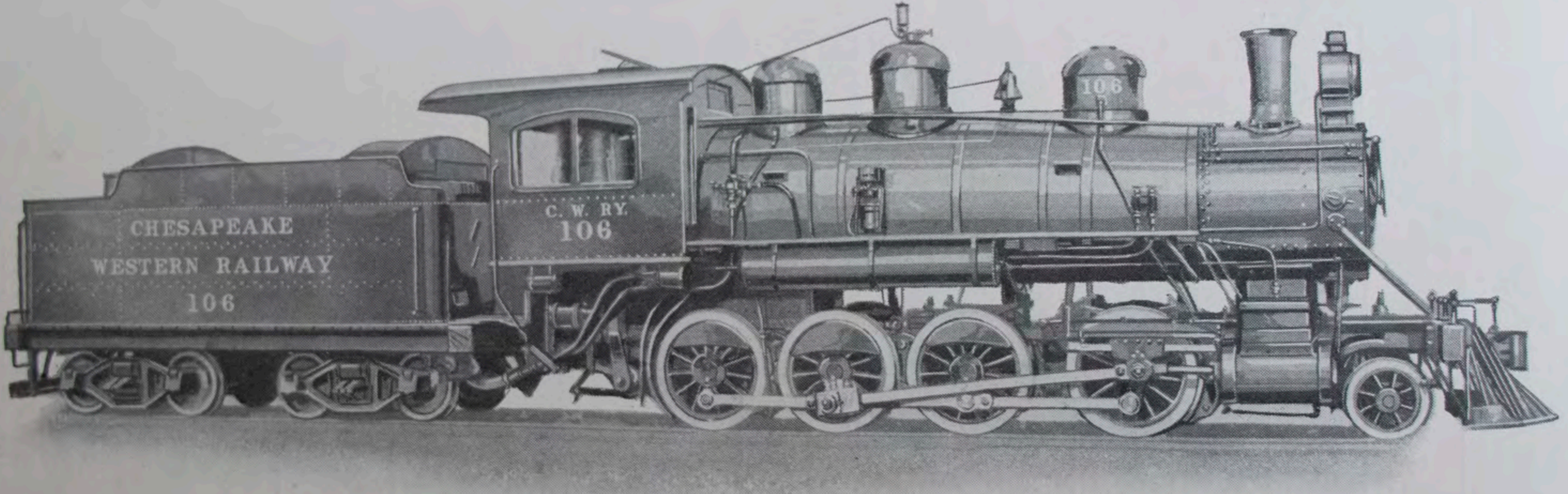
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dmloe	13x18	44	8–4	44–6	2000	5500	165	25	64000	47000	180	10600	459	287	150	91	58	37
Dmnas	14x20	46	8–6	45–0	3000	7000	170	30	76000	57500	180	13020	555	348	182	110	71	43
Dmong	15x20	48	8–6	45–0	3000	7000	170	30	82000	57500	180	14350	616	387	204	126	82	54
Dmpup	16x24	50	10–0	47–0	3500	8500	200	40	92350	66500	180	18800	827	525	283	180	122	85
Dmrol	17x24	50	10–0	48–0	4000	10000	200	50	110000	71000	180	21200	937	595	320	203	138	96
Dmsaw	18x24	50	10–0	49–6	4500	12000	225	60	132000	79500	180	23720	1043	660	354	228	149	103
Dmtea	19x24	52	10–6	50–0	5000	15000	225	65	140000	90700	180	25480	1117	706	378	237	158	109

The locomotives shown on this page are usually built for standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is especially suitable for heavy freight haulage. The wheel arrangement permits building larger power for weight of rail over which the locomotive will operate.
Built to burn coal, oil or wood, as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet requirements.

EIGHT COUPLED LOCOMOTIVE WITH TWO WHEELED LEADING TRUCK. EIGHT WHEELED FUEL AND WATER TENDER

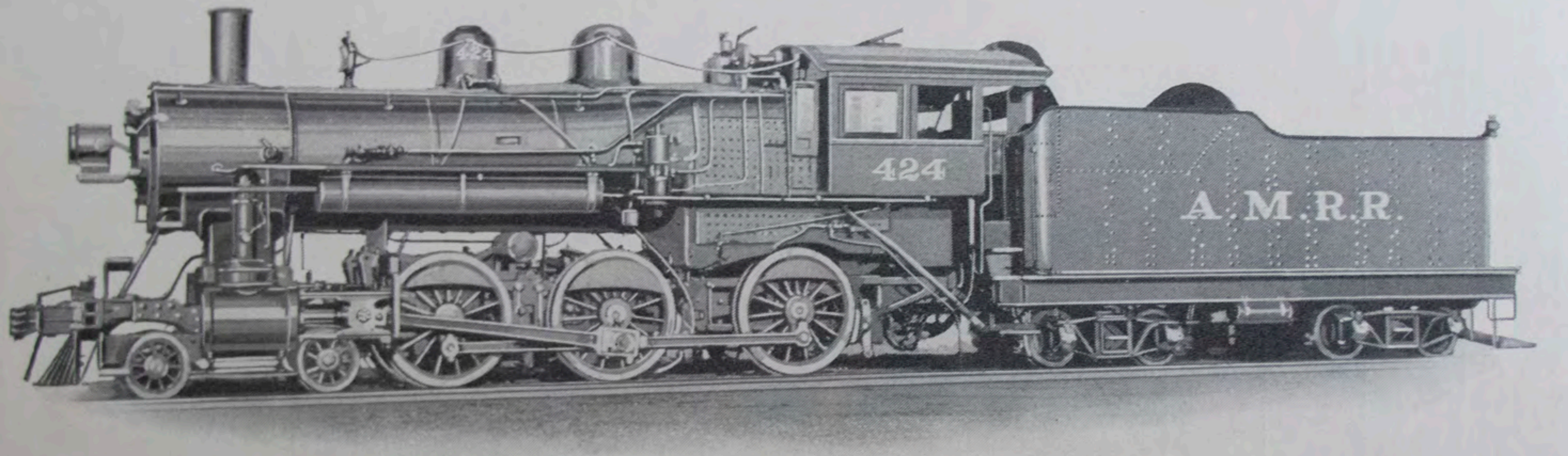
CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dmurk........	13x18	36	10-6	42-0	2000	6000	180	30	70000	40000	180	12950	566	359	193	122	83	57
Dmvas........	14x20	38	11-10	44-0	2400	8000	180	35	75000	46000	180	15850	712	454	248	160	111	79
Dmwif.........	15x20	38	11-10	44-0	2700	8000	180	40	82000	50000	180	18000	807	516	283	183	128	92
Dmxil.........	16x24	48	13-6	46-0	3000	8000	225	45	100000	55000	180	19600	869	554	301	193	133	94
Dmyad.	17x24	48	13-6	48-0	3500	12000	225	45	110000	70000	180	22050	976	620	336	214	147	103
Dmzul.........	18x24	48	14-6	50-0	4000	16000	275	45	122000	80000	180	24800	1098	698	379	241	165	117
Dnako.........	19x24	52	15-0	51-7	5000	18000	275	50	140000	100000	180	27550	1211	768	412	260	187	122

The locomotives shown on this page are usually built for standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual condition of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

Detail specifications furnished upon request.



This type is especially suitable when necessary to maintain high speed. The four wheeled leading truck is desirable as it greatly assists in the tracking qualities of the locomotive.
Built to burn coal, oil or wood as desired.
Furnished with either steam or air brakes.
Couplers, smoke stack and other details can be changed to meet conditions.

SIX COUPLED LOCOMOTIVE WITH FOUR WHEELED LEADING TRUCK. EIGHT WHEELED FUEL AND WATER TENDER

CODE WORD	Cylinders Diam. Stroke — Inches	Driving Wheel Diam. — Inches	Rigid Wheel Base — Feet Inches	Total Wheel Base Engine and Tender — Feet Inches	Water Capacity — Gallons	Coal Capacity — Pounds	Radius Sharpest Curve Advised — Feet	Weight of Lightest Rail Advised — Pounds Per Yard	Weight of Engine in Working Order — Pounds	Weight of Tender in Working Order — Pounds	Boiler Pressure — Pounds Per Square Inch	Tractive Effort — Pounds	Hauling Capacity in Tons of 2,000 Pounds Exclusive of Locomotive					
													½ % or 26.4 Ft. Per Mile	1 % or 52.8 Ft. Per Mile	2 % or 105.6 Ft. Per Mile	3 % or 158.4 Ft. Per Mile	4 % or 211.2 Ft. Per Mile	5 % or 264 Ft. Per Mile
Dnbuz	12x18	34	8–4	42–6	2000	5000	160	25	59000	38000	180	11650	517	328	177	112	76	53
Dncio	13x18	36	8–4	44–0	2000	6000	175	30	68000	40000	180	12950	575	365	197	125	85	60
Dndel	14x20	40	8–6	44–6	2400	8000	175	35	78000	46000	180	14950	663	421	228	145	99	69
Dneck	15x20	42	8–6	44–6	2700	8000	175	40	86000	50000	180	16400	727	462	250	159	108	76
Dnfir	16x24	50	10–4	45–3	3000	8000	185	45	100000	55000	180	18820	833	529	287	182	125	81
Dngoy	17x24	52	10–6	46–9	3500	12000	185	50	110000	70000	180	20240	898	568	305	192	129	90
Dnhit	18x24	54	10–10	50–0	4000	16000	210	55	123000	80000	180	22050	965	609	325	203	135	93
Dnile	19x24	54	11–2	51–6	5000	18000	225	60	136000	100000	180	24500	1065	670	355	220	145	97

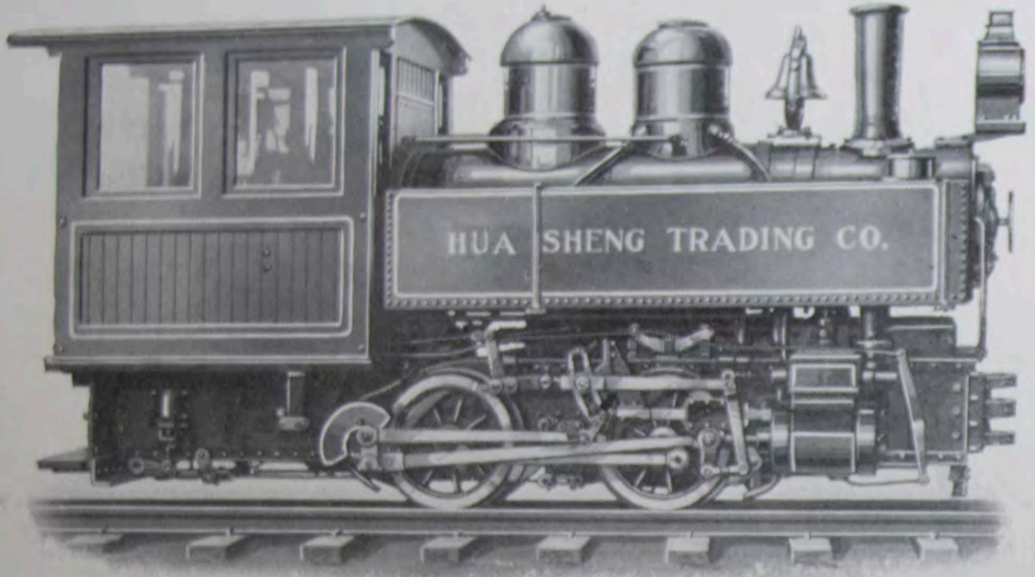
The locomotives shown on this page are usually built for standard gauge (4′ 8½″) track.

The hauling capacity given in the above table is maximum. Under usual conditions of cars and track, the locomotive should be operated at about 75% of the ratings shown.

Fuel and water capacity can be changed to meet conditions.

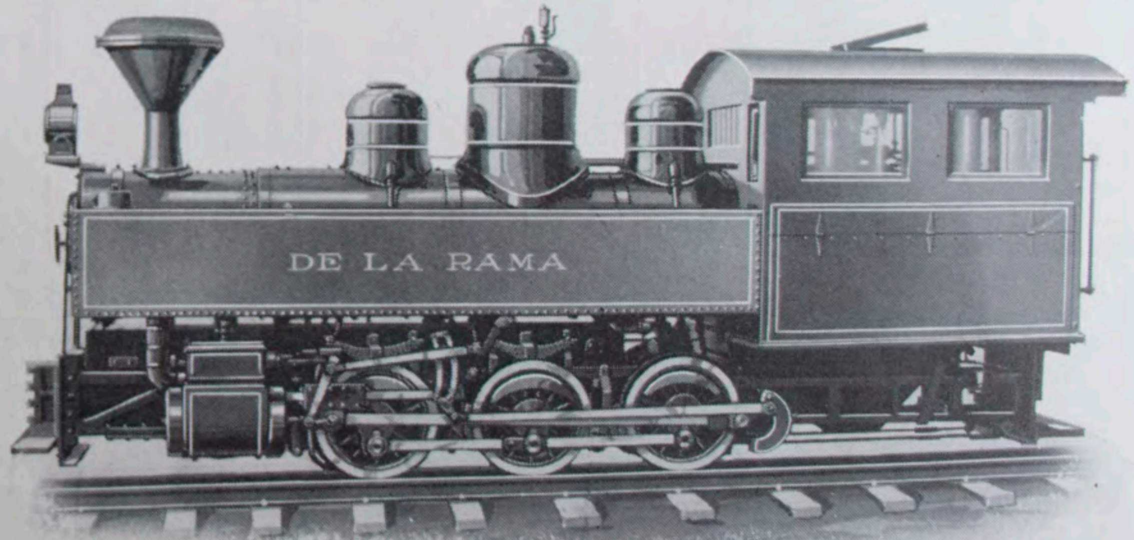
Detail specifications furnished upon request.

GEAR DRIVE LOCOMOTIVES


HUA SHENG TRADING CO.

Four Coupled with Side or Saddle Tank.
Fuel in Cab.
Built in Sizes, 9 to 50 Tons.
Gearing—2 Spur Gears.
Gear Ratio—2 to 1

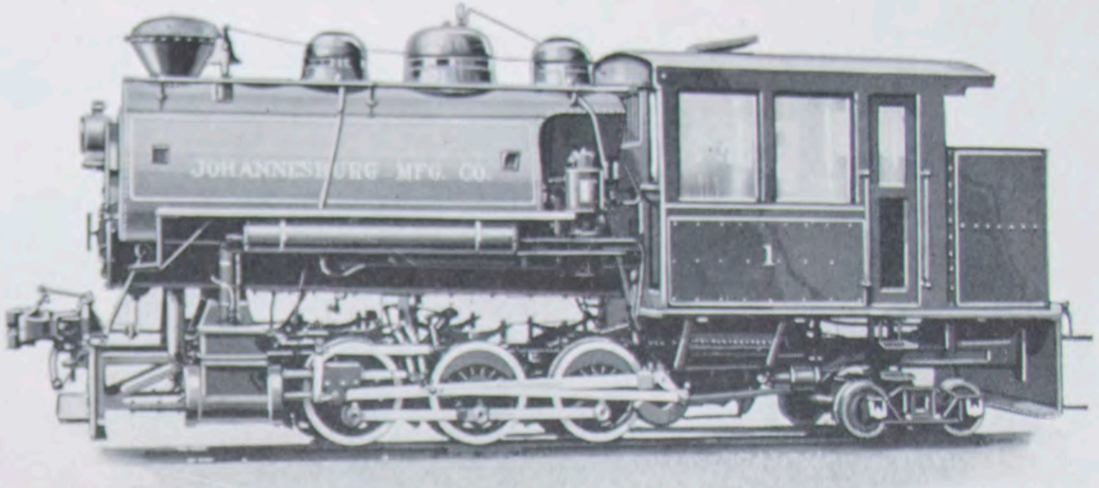
Six Coupled with Side or Saddle Tank.
Fuel in Cab.
Built in Sizes, 10 to 60 Tons.
Gearing—2 Spur Gears.
Gear Ratio—2 to 1.

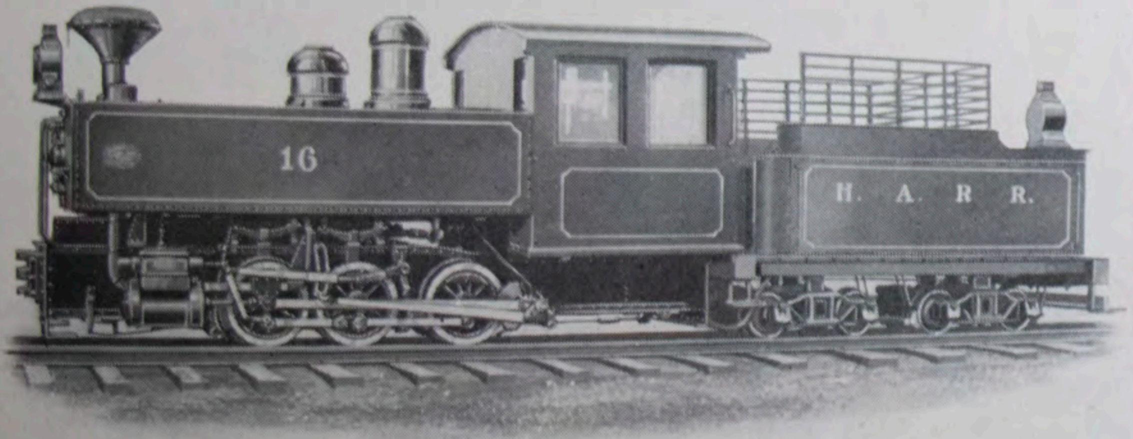


Steel spur gears with cut teeth operating in oil. Reducing wear. Eliminating noise and vibration.

GEAR DRIVE LOCOMOTIVES

Six Coupled with Four Wheel Trailing Truck.
Saddle Tank and Rear Fuel Bunker.
Built in sizes 20 to 60 tons.
Gearing, 2 spur gears.
Gear Ratio, 2 to 1.



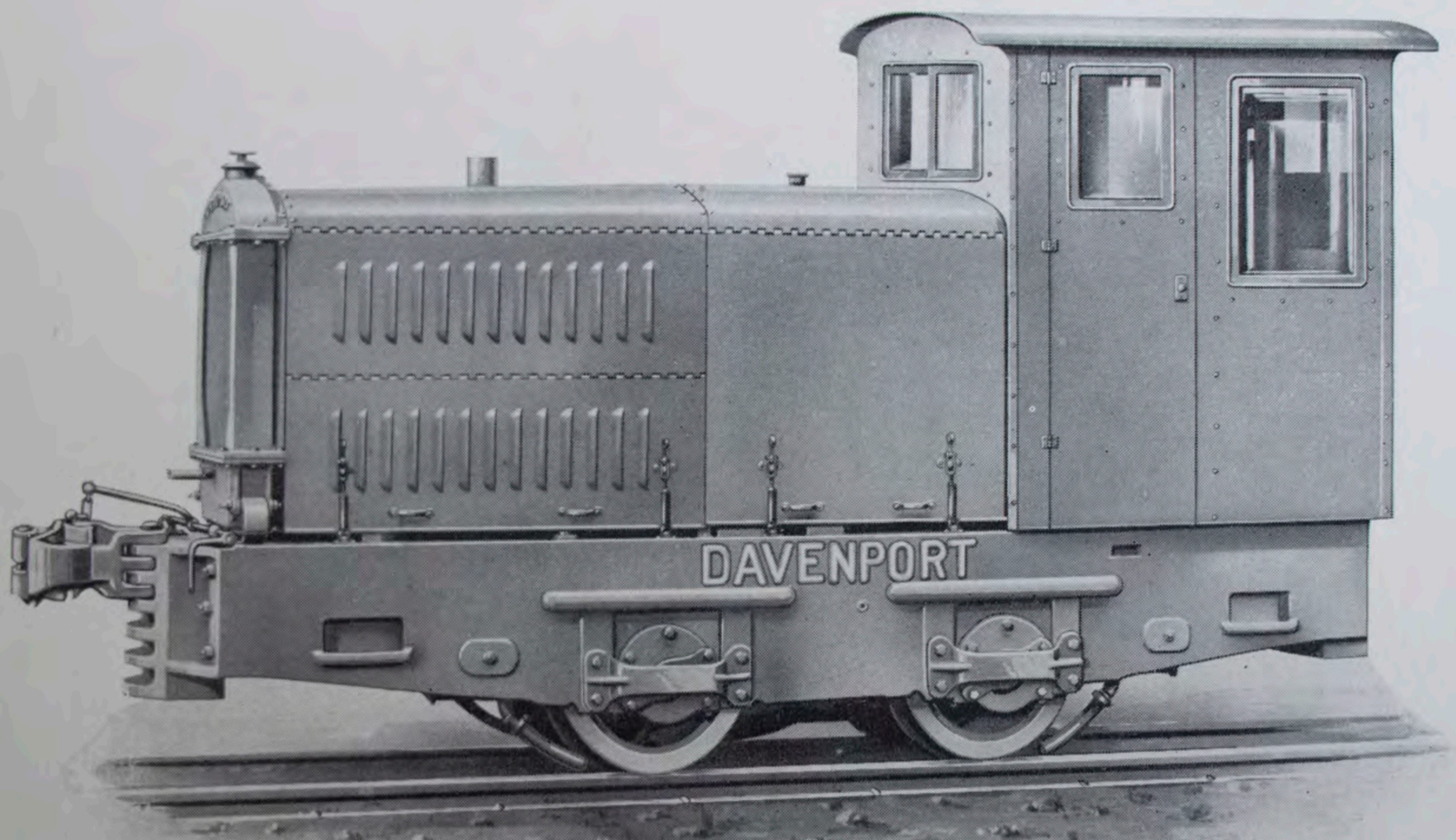


Six Coupled Locomotive with Eight Wheel
Fuel and Water Tender.
Built in all sizes.
Two Speed Gear Shift.
Gear Ratios, 1½ to 1 and 2½ to 1.

Catalog No. 24 shows various sizes and types of geared locomotives we build, sent upon request.

GASOLINE LOCOMOTIVES

All working parts enclosed in oil-tight, dust-proof housings and are perfectly lubricated.



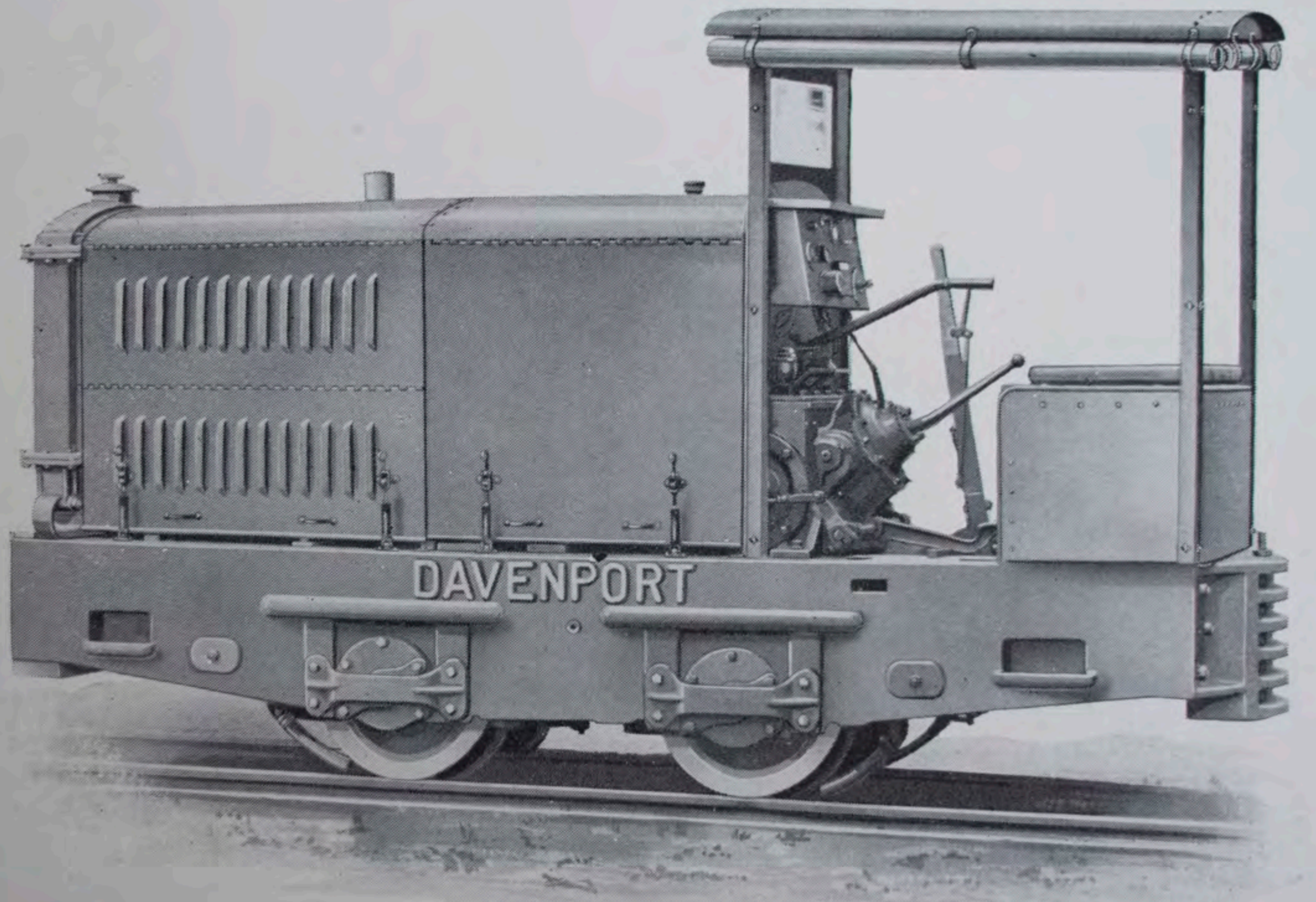
No Chains, Gears or Bearings exposed to dust and grit.

Furnished with full enclosed Cab, Canopy Cab or without Cab as desired.
Equipped with or without starting and lighting system.

DAVENPORT GASOLINE LOCOMOTIVES ARE DISTINCTLY ORIGINAL AND HAVE MANY FEATURES

GASOLINE LOCOMOTIVES

Perfectly equalized Brakes, requiring little attention or adjustment.



Carried on three point suspension.

Easily follows roughest track.

Built in 7-ton, 10-ton, 15-ton and 20-ton sizes. For all gauges of track.

COMPLETE CATALOG COVERING OUR GASOLINE LOCOMOTIVES SENT UPON REQUEST

TELEGRAPHIC CODE

Cable Address: "Davloco"—Davenport.

The various sizes and types of locomotives we have cataloged have been given code words, and if used when corresponding or cabling, will simplify matters. Five-letter code words are adhered to, which greatly reduce the cost of cablegrams.

We use the following codes:

Bentley's complete phrase,
Western Union 5-letter,
Lieber; A-1; A-B-C, 5th edition,
Western Union Telegraphic.

Such details as couplers, brakes, dimensions, etc., have been coded, which will greatly assist when necessary to cable for information. This has been done as difficulty has been experienced in locating code words in the Code Books we use to meet conditions.

BOILERS

OABES	Straight top boiler.
OACCA	Extended wagon top boiler.
OADAS	Boiler having steel fire-box and cold drawn seamless steel tubes.
OAFAN	Boiler having steel fire-box and charcoal iron tubes.
OAGAR	Boiler having copper fire-box and cold drawn seamless steel tubes.
OAHAP	Boiler having copper fire-box and copper tubes.
OAJAG	Boiler having copper fire-box and brass tubes.
OAKAY	Steel fire-box.
OALEP	Copper fire-box.
OAMAR	Cold drawn seamless steel tubes.
OANAW	Copper tubes.
OAPAT	Brass tubes.
OAQIR	Charcoal iron tubes.

COUPLERS

OARAY	Link and Pin couplers required, center of pocket —— inches above top of rail.
OASAR	Two (2) pocket Link and Pin couplers.
OATIL	Three (3) pocket Link and Pin couplers.
OAVEN	Full size standard automatic couplers, standard height 34½″ above rail.
OAWAX	Full size standard automatic couplers, center —— inches above top of rail.
OAXIR	3/4 size Automatic couplers, center 34½ inches above top of rail.
OAYUS	3/4 size Automatic couplers, center 30 inches above top of rail.
OAZOR	3/4 size Automatic couplers, center —— inches above top of rail.
OBACH	Combination 3 pocket and full size Automatic couplers.
OBBAT	Combination 3 pocket and full size Automatic couplers. Center of automatic coupler to be —— inches above rail.
OBCAR	Combination 3 pocket and 3/4 size Automatic couplers, center of automatic coupler —— inches above rail.
OBEDO	Center Screw Hook with side spring buffers. Center hook —— inches above rail, Side Buffers —— inches center to center, —— inches high above rail.
OBFID	Couplers, center spring hook —— inches above top of rail.
OBGAT	Please telegraph style of couplers required.
OBHIC	Please telegraph height of center of car couplings above rail (inches).

CABS

OBIER	Regular wood cab, rear entrance with coal box in cab on left side.
OBJAN	Steel cab, rear entrance, ceiling lined with wood. Coal box in cab on left side.
OBKAP	Wood cab, side entrance.
OBLES	Steel cab, side entrance.
OBMEY	Steel canopy cab (without curtains).
OBNIP	Steel canopy cab (with side and rear curtains).
OBOAT	No cab required.
OBPET	Cab to have rear entrance with sliding doors.
OBROP	Cab to have side entrance and rear closed in with rear windows.

BRAKES

OBSIM	Steam brakes, equalized, with brake shoes applied to all drivers.
OBTOS	Hand brakes, equalized, with brake shoes applied to all drivers.
OBUCA	Hand brakes, working in harmony with steam brakes, brake shoes applied to all drivers.
OBVOS	Steam brakes on engine, hand brakes on tender.
OBWAM	Automatic Air brakes with one 9½″ Westinghouse Air Pump.
OBXAR	Straight and Automatic Air brakes with one 9½″ Westinghouse Air Pump.
OBYIM	Straight and Automatic Air brakes with one 11″ Westinghouse Air Pump.
OBZUG	Straight and Automatic Air brakes with one 8½″ Cross-compound Westinghouse Air Pump.
OCAAM	Air Dump. (This includes dump valve in cab and train lines with hose connections at front and rear to operate air dump cars.)

WATER TANK (Capacity)

OCBAW	Extended saddle tank.
OCCOT	Rectangular side tanks.
OCDAR	Rear tank.
OCEEM	Tender tank, square back.
OCFUT	Tender tank, sloping back.
OCGUH	Water capacity, —— U. S. Gals. (231 cu. in.).

SMOKE STACKS

OCHAG	Cast iron, open top, tapered
OCIHA	Sunflower type, netting top.
OCJUM	Diamond type (netting in stack).
OCKIR	Radley-Hunter type.

VALVE MOTION

OCLIW	Stephenson link motion.
OCMUD	Walschaert motion.

HEADLIGHTS

OCNIT	Oil burning headlight at front.
OCORN	Oil burning headlights at front and rear.
OCPET	Acetylene gas headlight at front.
OCRUS	Acetylene gas headlights at front and rear.
OCSIM	Electric headlight at front, electric lights in cab, steam turbo-generator.
OCTIR	Electric headlights at front and rear, electric lights in cab, steam turbo-generator.

FUEL

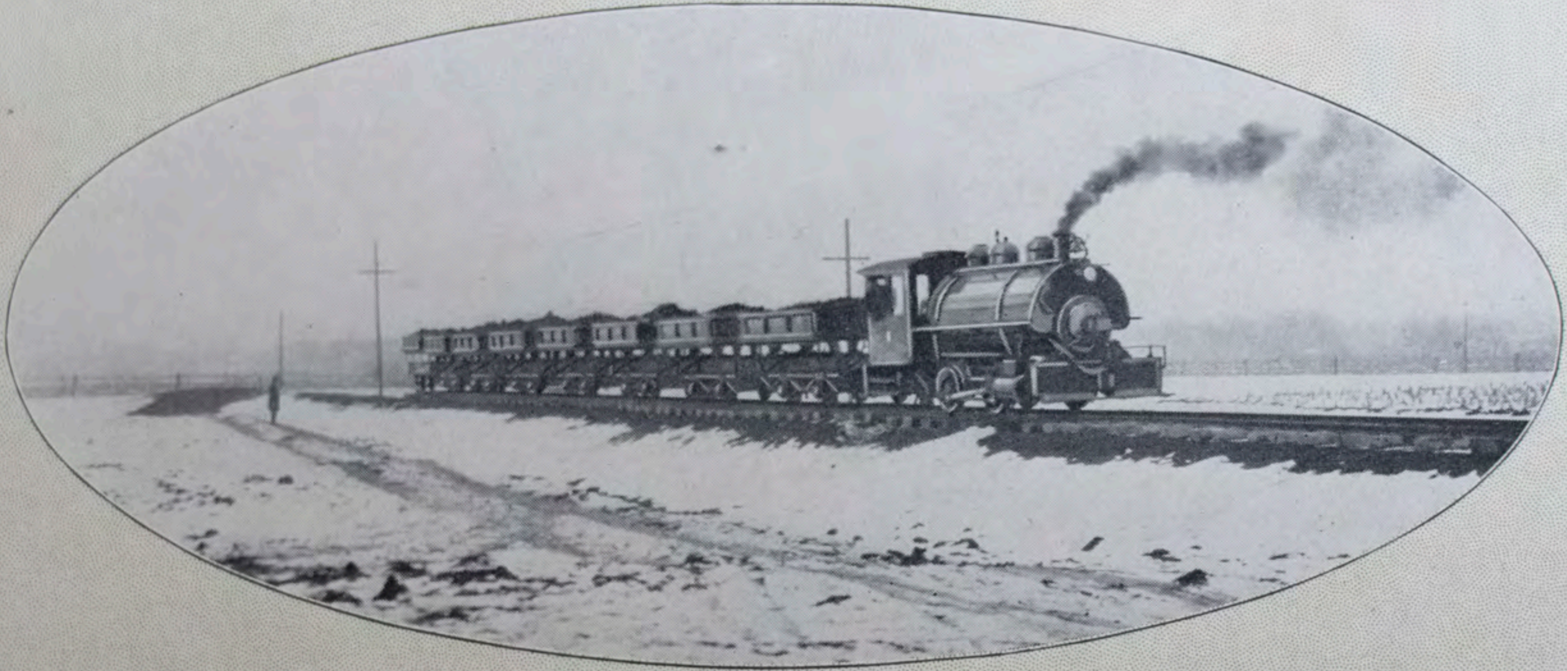
OCUAN	What kind of fuel is used?
OCVEL	Fuel, bituminous coal, good quality.
OCVIR	Fuel, bituminous coal, poor quality.
OCZIK	Fuel, lignite coal.
ODAAN	Fuel, anthracite coal.
ODBIT	Fuel, wood.
ODCEG	Fuel, oil.
ODDIM	Telegraph kind of fuel used.
ODEAU	Locomotive should have fuel capacity for —— pounds bituminous coal.
ODFUM	Locomotive should have fuel capacity for —— pounds anthracite coal.
ODGOS	Locomotive should have fuel capacity for —— cu. ft. of wood.
ODHIW	Locomotive should have fuel capacity for —— U. S. gallons of fuel oil (1 gallon 231 cu. in.).
ODIMA	Fuel bunker in cab on left-hand side.
ODJAM	Fuel bunker in cab at rear.
ODKUK	Oil tank in cab, left-hand side.
ODLER	Oil tank in cab at rear.
ODNUR	Separate 4 wheel fuel tender.
ODOET	Separate 8 wheel fuel tender.
ODPAT	Separate 4 wheel fuel and water tender.
ODRAL	Separate 8 wheel fuel and water tender.

GAUGE OF TRACK

ODSID	What is gauge of track?
ODTUT	Gauge of track is —— inches.
ODUIM	Gauge of track is —— millimeters.
ODVIK	Gauge of track is 18 inches.
ODWID	Gauge of track is 20 inches.
ODYAN	Gauge of track is 24 inches.
ODZER	Gauge of track is 30 inches.
OEBIM	Gauge of track is 36 inches.
OECOS	Gauge of track is 42 inches.
OEDIC	Gauge of track is 48 inches.
OEFIT	Gauge of track is 56½ inches (U. S. Standard).
OEGEL	Gauge of track is 60 inches.
OEHED	Gauge of track is 66 inches.
OEJIP	Gauge of track is 600 millimeters.
OEKIL	Gauge of track is 750 millimeters.
OELEM	Gauge of track, 1 meter.

OVER-ALL DIMENSIONS

OEMOL	Locomotive must not exceed —— inches, height above rail.
OENAW	Locomotive must not exceed —— feet in length over all.
OEPUP	Locomotive must not exceed —— inches in width over all.
OERAL	Wheel base of locomotive must not exceed —— feet.
OESER	Rigid wheel base of engine must not exceed —— feet.
OETEO	Radius of sharpest curve is —— feet.
OEUNA	Locomotive will operate over rail —— lbs. per yard.



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